



**COMMITTEE OF THE WHOLE MEETING
Tuesday, August 10, 2021 @ 5:30 PM
Main Hall, Ucluelet Community Centre
500 Matterson Drive, Ucluelet**

AGENDA

	Page
1. CALL TO ORDER	
2. ACKNOWLEDGEMENT OF YUULU?IŁ?ATH	
Council would like to acknowledge the Yuulu?ił?ath, on whose traditional territories the District of Ucluelet operates.	
3. NOTICE OF VIDEO RECORDING	
Audience members and delegates are advised that this proceeding is being broadcast on Zoom and YouTube, which may store data on foreign servers.	
4. LATE ITEMS	
5. APPROVAL OF AGENDA	
6. CHAIR'S ANNOUNCEMENTS	
7. INTRO	
7.1. Lot 16 Marine Drive - Committee-of-the-Whole <i>Bruce Greig, Director of Community Planning</i> R - Lot 16 Marine Drive	3 - 64
8. PUBLIC INPUT	
8.1. Correspondence to Council Regarding Lot 16 Marine Drive (Last Updated August 5, 2021) 2021-08-05 Correspondence	65 - 170
9. COMMITTEE DISCUSSION	
10. RECOMMENDATION TO COUNCIL	
11. ADJOURNMENT	



STAFF REPORT TO COMMITTEE-OF-THE-WHOLE

Committee Meeting: August 10, 2021
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, DIRECTOR OF COMMUNITY PLANNING **FILE NO:** 3360-20-RZ19-02
SUBJECT: LOT 16 MARINE DRIVE – COMMITTEE-OF-THE-WHOLE **REPORT NO:** 21-113
ATTACHMENT(S): **APPENDIX A** – STAFF REPORT TO COUNCIL JULY 17, 2021
APPENDIX B – STAFF REPORT TO COUNCIL MARCH 23, 2021

RECOMMENDATION:

1. **THAT** the Committee-of-the-Whole provide an opportunity for public input on the proposed Lot 16 housing development and rezoning Bylaw No. 1284, 2021;

and:

2. **THAT** the Committee-of-the-Whole consider making recommendations to Council on any changes it wishes to see in the proposed development plan, conditions of final approval or bylaw;

or:

3. **THAT** the Committee-of-the-Whole consider forwarding *District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021*, to a public hearing as is.

PURPOSE:

The purpose of this report is to provide a suggested structure for the Committee-of-the-Whole (CoW) meeting, including an opportunity for public questions and input.

BACKGROUND:

At its July 17, 2021, regular meeting, Council referred the staff report attached as **Appendix A** to a CoW meeting to be held August 10, 2021. This meeting provides an opportunity for further discussion of the Lot 16 housing development and *District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021*.

Previously, at its June 15th meeting, Council also passed the following:

“THAT Council:

- a. direct Staff to prepare a report providing the information, analysis, and recommendations on how those items will be addressed, with input from the applicant as necessary;*
- b. hold a Committee of the Whole meeting to provide an opportunity for the Applicant and Staff to address the report;*
- c. provide an opportunity for further public input at the Committee of the Whole meeting;*
- d. at that point consider whether Council deems it necessary to make changes to the bylaw or conditions of final approval, prior to considering referral of the bylaw to another public hearing; and,*
- e. direct Staff to publish notice of the Special Committee of the Whole meeting as widely as possible.”*

At the March 23, 2021, meeting Council passed a resolution indicating that final adoption of a rezoning bylaw for the proposed development would be subject to the following:

“THAT Council Indicate to the applicant and the public that adoption of District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021, would be subject to registration of a Section 219 restrictive covenant on the title of the subject property to ensure, as a matter of public interest, that the following conditions and offers be satisfied as the property is subdivided and developed:

- a. construction and development of the rental apartment building on proposed Lot ‘A’ (the “Apartment site”) be in the first phase of the development;*
- b. dedication of a 10m wide park greenbelt along the eastern (Victoria Road side) boundary of the property, as proposed;*
- c. dedication of a park area of approximately 1,300m² on the western (Marine Drive) side of the property, as proposed;*
- d. registration of a greenspace covenant on a 10m wide strip along the Marine Drive frontage of the subject property to retain vegetation and preclude driveway access along this road corridor, as proposed;*
- e. extension of the proposed new road to connect to Victoria Road in the general location as shown in Figure 7 of the staff report;*
- f. vehicle access to the proposed Lot ‘B’ (“Townhouse site”) be from the new internal road only;*
- g. the proposed amenity contributions of \$1,000 per multi-family unit or single-family lot be payable prior to approval of a subdivision plan creating the corresponding development parcels;*

- h. *the proposed transfer of ownership of one small serviced residential lot to the District at the time of subdivision approval;*
- i. *registration of the Housing Agreement on the title of proposed Lot A' (the "Apartment site") at the time of subdivision approval to ensure that the apartments are rental tenure only and will not be subject to strata conversion; and*
- j. *despite the zoning of proposed Lot 'A', the maximum building height be limited to 11m (3 storeys) unless first approved by the District Council upon submission of detailed architectural plans."*

Notice of the CoW meeting has been completed in much the same manner as is done for a public hearing: print ads in the Westerly News, signs posted on the public road near the entrances to the property, mailout and hand delivery to owners and occupants of neighbouring properties within 100m, posted at the Co-op community notice board, and sent out via UkeeMail and District social media.

The District dedicated <https://ucluelet.ca/community/district-of-ucluelet-council/lot-16-housing-development> to providing information about this meeting and the proposal. Background information including the Bylaw, Staff Reports, Minutes, the Applicant's presentation, and community feedback are available on this website.

DISCUSSION AND PROCESS:

The content of the staff report in Appendix A is a starting point for discussion with the community and among Committee (i.e., Council) members themselves. A recommended sequence of proceedings in the CoW meeting are as follows:

- A. Intro: Staff are prepared to provide an overview of the proposed Lot 16 development and bylaws (see also **Appendix "B"**), and the contents of the July 17th staff report. If there are questions from the Committee members at that point staff will provide any clarification as necessary;
- B. Public input: the Chair of the CoW can provide an opportunity for the public to direct comments and questions to the CoW. If there are questions that Committee members would like to direct to staff or the applicant, those can be directed at this point through the Chair;
- C. Committee discussion: when the CoW deems that adequate opportunity has been provided for community members to provide their input, the discussion should return to the Committee table. This is an appropriate time to discuss what has been heard to date, through written and verbal submission at the public hearing and

during this CoW meeting. An appropriate approach would be for Committee members to narrow in on a direction for the following:

- a. whether the CoW deems that there are any further questions which need to be addressed prior to making a decision on the rezoning bylaw for the proposed development of Lot 16; and,
- b. whether there is support for the proposal as it has been presented, or if the Committee would recommend changes to any of the following:
 - i. aspects of the proposed development;
 - ii. conditions of final approval; or,
 - iii. the contents of Zoning Amendment Bylaw No. 1284, 2021,

D. Recommendations to Council: subject to the outcome of the discussion of the above points, the Committee-of-the-Whole should then formulate motions to provide recommendation to Council on any changes desired to move toward sending the application and rezoning bylaw to another public hearing.

NEXT STEPS:

Recommendation from the CoW on whether changes are desired to the development, Bylaw No. 1284 or conditions of final approval would be placed on the agenda of the upcoming Council meeting August 17, 2021. At that point Council could have a further discussion and make resolutions to direct staff on next steps.

If the bylaw, with or without changes, is referred to a public hearing on August 17th, notice could be given for a hearing to be held as early as September 7th, 2021.

Alternatively, the Committee-of-the-Whole could provide other direction to Staff and/or the Applicant.

Respectfully submitted: Bruce Greig, Director of Community Planning

(Appendix 'A' to CoW report August 10, 2021)



STAFF REPORT TO COUNCIL

Council Meeting: July 13, 2021
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, DIRECTOR OF COMMUNITY PLANNING

FILE NO: 3360-20-RZ19-02

SUBJECT: LOT 16 MARINE DRIVE

REPORT NO: 21- 109

ATTACHMENT(S): **APPENDIX A** – NORED DEVELOPMENTS DATED JULY 7, 2021
APPENDIX B - OFF-SITE SERVICING MEMORANDA AND COSTS ESTIMATES BY KOERS & ASSOCIATES ENGINEERING
APPENDIX C – ESTIMATE OF DCC CHARGES FOR LOT 16

RECOMMENDATION:

1. **THAT** Council refer this report to a special Committee-of-the-Whole meeting to be held August 10th, 2021.

PURPOSE:

The purpose of this report is to provide additional information in response to questions from Council and the public regarding the proposed rezoning and development of Lot 16 Marine Drive, raised at the public hearing held June 8, 2021, and subsequent Council meeting held June 15, 2021.

BACKGROUND:

At its June 15, 2021, regular meeting, Council discussed comments received from the public to date on the Lot 16 rezoning proposal, and passed the following motion:

*“ **THAT** Council identifies the following items that it wishes to resolve prior to further consideration of the Bylaw:*

- a. Is there an environmental assessment and can we see that report?*
- b. I saw one lot available for affordable housing, how do we figure out that percentage, and how can we work with BC Housing?*
- c. Water runoff onto Victoria Road and Marine Drive.*
- d. What is the width of the roads in the proposed development and will there be sidewalks?*
- e. What are the total DCC's paid for the development?*
- f. What is the buffer (set back) on the Marine Drive side of the development?*

- g. What are the rental caps for the apartment building? What percentage is for affordable housing in the apartment building?*
- h. What do the upgrades look like for Matterson Road?*
- i. Would the developer/owner entertain the idea of focusing on the apartment building first, and then moving over to the rest of the development, to make sure that the apartment is constructed first?*
- j. Who is paying for the sewer upgrades at the corner of Marine Drive and Victoria Road and who is paying for sewer and water upgrades associated with the development in general?*
- k. What is the timeline for this development?*
- l. How does this development help our community?*
- m. Is blasting required at this site? If so, what is the extent of the blasting?*
- n. Is there an archeological study and can we see that study?*
- o. Is this still an archeological site?*
- p. Is a three-storey apartment building an option?*
- q. How are patios addressed in the setback requirements in the zoning?*
- r. Are there alternative access roads other than off of Victoria Road, and the corner of Victoria Road and Marine Drive. What other options are available?*
- s. Requests that a traffic study be conducted.”*

The applicant has provided a response (see **Appendix ‘A’**) providing answers to each of these questions, with references to how these items have been addressed and where more information is provided in the original application and staff reports. In addition, the following section expands on two threads where staff sense that additional information would be helpful for Council and the public.

DISCUSSION:

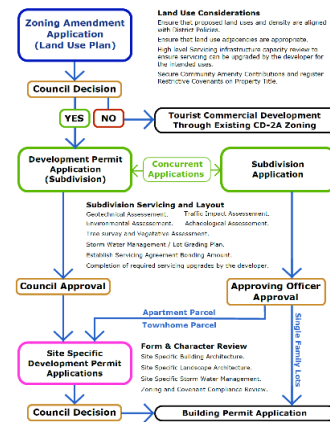
A. Stages of the approval process:

A number of the comments from the public raise questions about details that are often provided at a subsequent stage of the development approvals process. The application before Council at this time is to change the zoning designation of the property. The permitted uses and densities being proposed for different areas of the subject property are the main considerations at this stage.

While quite detailed plans have been submitted with this application, they have been presented as proof-of-concept plans aiming at obtaining rezoning approval. The applicant has acknowledged that more detailed plans and studies would be necessary at the later stages of municipal approval. This is a normal course for this type of development proposal.

Council has indicated a number of critical elements that it wishes to ensure if the development proceeds. These conditions would be secured by a restrictive covenant registered on the title of Lot 16 before Council considers adopting the zoning amendment bylaw.

The applicant has provided a helpful flowchart to illustrate the steps in the approvals process, and the information and studies provided at each stage (see **Appendix 'A'**). As noted, more detailed studies are typical of the Development Permit and Subdivision stages for a development of this sort.



B. Costs of upgrading and expanding infrastructure:

A number of comments from the public raised concerns about the impact on existing infrastructure (such as the Victoria Road sewer pump station), the cost of installing new infrastructure - and questioned whether Ucluelet taxpayers would be bearing those costs. These are good questions. Briefly, in response to questions “e” and “j” of the Council motion above, consider the following:

- On-site: the cost of constructing new roads, water lines, sewer lines, street lighting, fire hydrants, pathways, etc. to municipal standards within the Lot 16 subdivision is entirely the responsibility of the developer. This is estimated at roughly \$2 million for Lot 16 (see **Figure 1**);
- Off-site: infrastructure upgrades (e.g., larger sewer pipes, or a new water line) required to service the proposed development are also to be constructed by the developer at their cost. The off-site water and sewer upgrades required by Lot 16 are estimated at approximately \$938,000 (see **Figure 1**);
- The need for potential upgrades to the municipal systems were analyzed by the District’s engineers to identify what upgrades would be necessary, and how the new development fits within the anticipated demand already projected in the District’s water and sewer master plans (see **Appendix B**);
- In addition, under the Development Cost Charge (DCC) bylaw, all new developments pay fees to contribute to the incremental cost of expanding infrastructure to service a growing town. A summary showing the preliminary calculation of DCC fees is included in **Appendix C** and is shown in **Figure 1**;
- the total servicing costs borne by the developer – in approximate numbers at this point - amount to \$3.7 million (the orange areas in the chart in **Figure 1**);

- note that there is an overlap identified between off-site infrastructure and works already defined in the municipal DCC program amounting to \$410,000. If the off-site works are constructed as proposed then that portion of the DCC's would not be charged to the developer – because doing otherwise would amount to double-charging (shown as the dashed line in **Figure 1**).
- as noted in the March 23, 2021, staff report:

“Some additional costs, for extra work to provide public improvements already identified by municipal infrastructure master plans, should be budgeted to align with the timing of the developer’s installation of infrastructure. Two notable items are:

- *increasing the pipe size on the Matterson Bypass sewer forcemain (est. cost \$137,000). It would be cost effective for the District to pay for up-sizing the pipe to handle the entire future capacity of this line.*
- *additional design and paving costs to place an asphalt multi-use path atop the new sewer forcemain alignment parallel to Matterson Drive (est. cost \$100,000). This would provide the improved pedestrian and bicycle connection along Matterson envisioned as the “coast-to-coast connector” in the Parks and Opens Space master plan. The most cost-effective installation of the pathway would be if coordinated with the sewer line installation.”*

Staff have looked in closer detail at the pathway and recommend that \$175,000 would be an appropriate preliminary budget figure to consider for the “coast-to-coast connector”, to include a healthy contingency.

Note that both of these items are advisable to take advantage of cost savings during construction of the developer’s works - but are optional and could also be completed by the municipality at another time (though likely at greater cost). It is also worth noting that both of these items could be funded without relying on additional municipal property taxes (see green bars in Figure 1, below).

- with respect to question “j”, the proposed new “Matterson bypass” works would result in the sewer volume from Lot 16 and all existing volume coming from the Big Beach pump station then bypassing the Victoria Road station – reducing the load on the existing Victoria Road infrastructure.

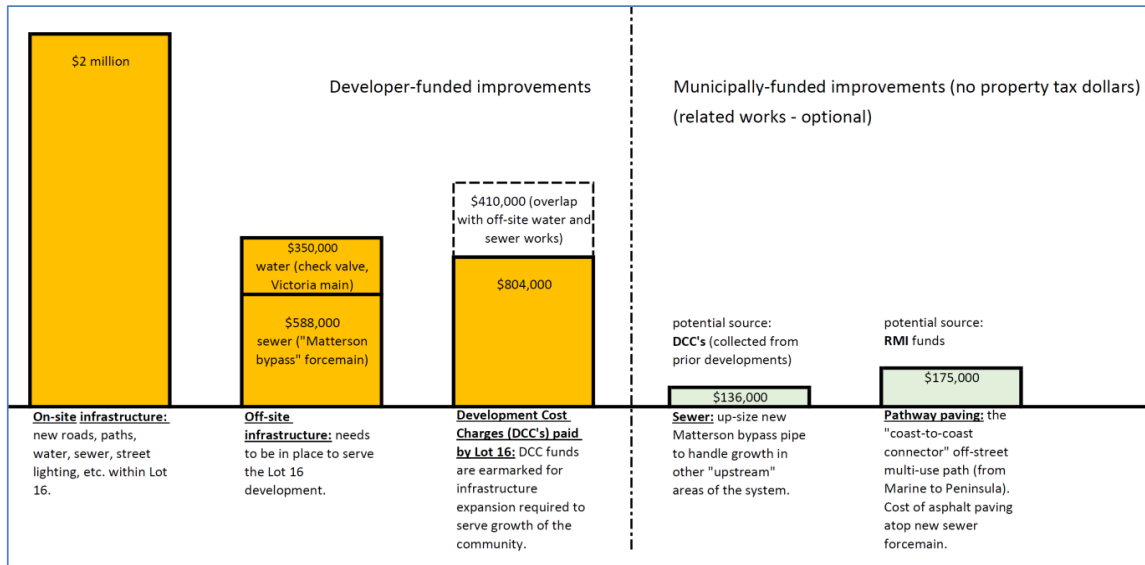


FIGURE 1 – preliminary on- and off-site servicing costs for proposed Lot 16 development

PROCESS AND NEXT STEPS:

At its June 15th meeting, Council also passed the following:

“THAT Council:

- a. direct Staff to prepare a report providing the information, analysis, and recommendations on how those items will be addressed, with input from the applicant as necessary;*
- b. hold a Committee of the Whole meeting to provide an opportunity for the Applicant and Staff to address the report;*
- c. provide an opportunity for further public input at the Committee of the Whole meeting;*
- d. at that point consider whether Council deems it necessary to make changes to the bylaw or conditions of final approval, prior to considering referral of the bylaw to another public hearing; and,*
- e. direct Staff to publish notice of the Special Committee of the Whole meeting as widely as possible.”*

This report and its attachments have now been published and are available to the public on the municipal website. Staff recommend that Council could now refer this report to a

Committee-of-the-Whole (CoW) meeting; a tentative date suggested for this meeting is August 10th.

Staff are prepared to give the public notice of the CoW meeting in much the same manner as is done for a public hearing: print ads in the Westerly News, signs posted on the public road near the entrances to the property, mailout and hand delivery to owners and occupants of neighbouring properties within 100m. Staff suggest that a copy of the CoW notice also be posted at the Co-op community notice board, and that the message be sent out via UkeeMail and District social media.

Alternatively, Council could provide other direction to Staff and/or the Applicant.

Respectfully submitted: Bruce Greig, Director of Community Planning



July 7, 2021

Via Email: Bruce Greig, Director of Planning bgreig@ucluelet.ca

Attention: District of Ucluelet

Re: Email Request for Clarification from District Staff

Council Motion 1:

The Council Motion identifies a list of items and questions that Council wishes to resolve prior to further consideration of the Bylaw. MacDonald Gray Consultants has provided detailed responses to District Staff to be included in their follow up report to Council for that purpose.

Notes on Participation in the Public Hearing

Both the Applicant and Property Owners were present and listening to public comments for the entire length of the Public Hearing. There were several comments made that “we did not speak” at the Public Hearing. It is important that Council and the Community understand that discussion is not intended to occur at a Public Hearing. That said, some discussion did occur at the meeting.

MacDonald Gray Consultants and Nored Developments strive to be open and transparent in all of our development projects and want to assure Council that we were in a difficult position and in no way attempting to hide from the questions raised. In fact, we believe the majority of the questions had been answered prior to the Public Hearing to the satisfaction of Staff and Council.

We do not typically provide a formal presentation at a Public Hearing for the same reasons. A presentation was requested and provided which was our opportunity “to speak” at the hearing. The presentation was pre-recorded due to concerns with the online meeting technology and to avoid any accidental introductions of ‘new information’

As Applicants, we must uphold the integrity of our profession and duty to the public interest of both the property owners and community by not introducing ‘new information’ beyond what was available prior to the hearing.

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Nored Developments Inc.



NORED

DEVELOPMENTS

Why did our team not feel that it was necessary or appropriate to speak at the Public Hearing? Quite simply:

- Because the answers to questions raised at the meeting were addressed and answered within documents available prior to and at the meeting:
 - The District of Ucluelet Planning Department Staff Report provided to Council on March 23, 2021 at the Council Meeting where 1st and 2nd Reading of the Bylaw were passed by Council;
 - The Applicant's Planning Framework Report attached to the Staff Report referenced above.
- Because, a number of questions referenced subsequent application and approval process requirements that were well beyond the level of detail required for a land use discussion at a master planning level.

Suggestions of Withholding Information

There was also a suggestion that comments provided to us from individual members of the public were deliberately omitted from the pre-application Public Information Meeting Summary provided with our Application package.

This is simply not true. All comment sheets submitted to us at the Public Information Meeting on December 7, 2018 and within a specified window of time after the meeting were submitted to the District on December 12, 2021. Some comments were received via email after PIM Summary had already been submitted and were taken into consideration by the project team prior to submitting a formal Application to the District.

Honor and integrity are the key pillars of our approach to land use planning and development. We are both Vancouver Island companies. We love this island and all of the communities that we are so fortunate to work with. We do not bring forward projects that we do not firmly believe are the right land use for the community.

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NORED

DEVELOPMENTS

It is understandable that folks can be cautious of developers and development. It is also understandable that adjacent neighbours are not keen on losing the undeveloped private property adjacent to their homes that they have enjoyed for so long.

MacDonald Gray Consultants

Nigel Gray
Nigel Gray

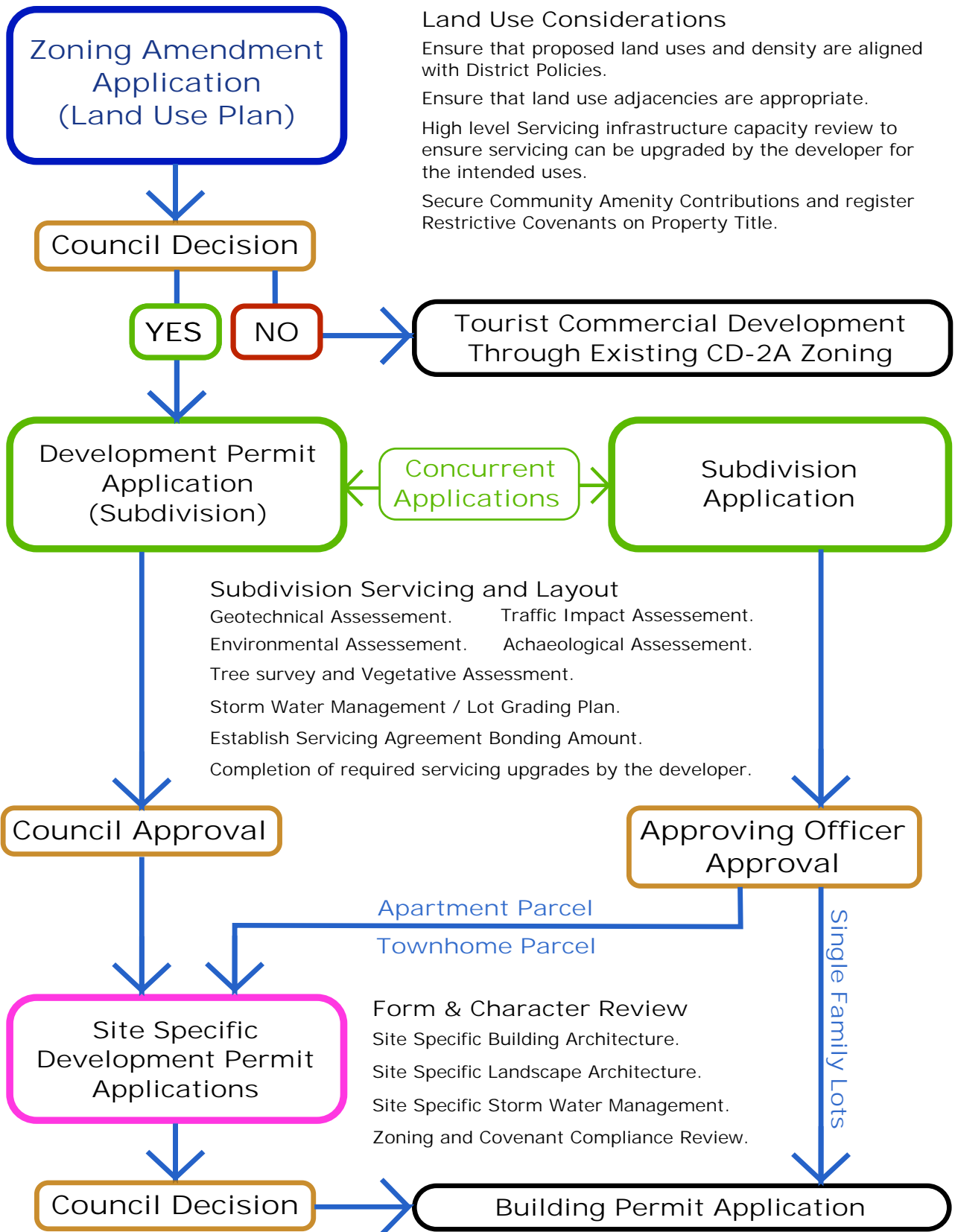
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June 15 Council Motion – 1 Page Summary Responses by Applicant

Question

- a. **Is there an environmental assessment and can we see that report?**

Answer

The lot has been previously disturbed. An environmental report will be prepared at the time of Development Permit / Subdivision Application once the new Zoning is in place.

All provincial and Municipal requirements MUST be met through permitting processes.

Applicable Development Stage(s): Development Permit Application (Subdivision Layout)
Subdivision Application

References:

Official Community Plan Bylaw No. 1140, 2011

Lot 281 - Development Permit Area (DPA) 5 is applicable to areas of the lands as identified on the District of Ucluelet OCP, Schedule 'C' – Map. The DPA is established for the purposes of:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of development from hazardous conditions; and,
- Establishment of objectives for the form and character of development in the resort region.

Refer to the Applicant's Planning Framework Report

Section 6.2 Development Permit Areas

Section 9.2 Lot 281 DPA #5 - Considerations

(March 23, 2021 [Council Agenda](#), pg. 101, 103)

Landscape and environmental preservation are key components of the DP guidelines. All development proposals will require careful consideration and design responses that seek to protect existing sensitive ecosystems, significant trees and shrubs.

Environmentally significant areas, including watercourses and significant stands of trees, have not been ground-truthed by the project biologist. The location of these features will need to be incorporated into future site planning and subdivision layout where feasible and as required by law during subsequent permitting processes.

DISTRICT OF UCLUELET ZONING AMENDMENT BYLAW NO. 1284, 2021 (LOT 16 MARINE DRIVE)
– DEFFERED 3RD READING

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

- b. I saw one lot available for affordable housing, how do we figure out that percentage, and how can we work with BC Housing?**

Answer:

Affordable Housing (Social / Subsidized Housing) is not proposed as a part of this application.

One serviced Infill Small Lot (R-6 Zone) is proposed to be dedicated to the District to be used as they see fit. The lot could be used for affordable housing by the District.

A number of additional mechanisms are available through the Community Amenity Contribution proposal for the District to create affordable housing opportunities as follows:

- A financial contribution to the District is proposed. Beyond the significant land dedication for parks and trails, a financial contribution of \$1,000.00 / per door/unit is proposed. This would equal \$112,000.00 based on proposed density of 112 primary dwelling units (suites are not included);
- The proposed financial contribution (noted above) could also be directed toward other affordable housing initiatives within the District. Funds could be set aside for a DCC Waiver program for eligible developments. The value of this lot has increased and is estimated at approximately \$300,000.00 (2021) by the property owner.
- The District could also close the unused road stubs from Victoria Road to be used for affordable housing projects at the discretion of Staff and Council.

Applicable Development Stage(s):

Zoning Amendment (Rezoning)

- Secured by Restrictive Covenant as a condition of Bylaw Adoption

References:

[Refer to the Applicant's Planning Framework Report](#)
[Section 10.2.2 Vehicle Access Concerns](#)
[Section 10.3.1 Request for a Community Amenity Contribution](#)
(March 23, 2021 [Council Agenda](#), pg. 105, 106)

DISTRICT OF UCLUELET ZONING AMENDMENT BYLAW NO. 1284, 2021 (LOT 16 MARINE DRIVE)
– DEFFERED 3RD READING

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

- c. **Water runoff onto Victoria Road and other part of Marine drive.**

Answer:

Surface water run-off from any development or constructed works must be addressed on site and not flow onto adjacent properties. The upland property owner would be liable for any damage caused to downstream properties.

Stormwater management will be undertaken for both the Subdivision Application and site specific Development Permits to the standards set by the Province and District once the Zoning is in place.

Applicable Development Stage(s):

Subdivision Application (Works & Services)
Development Permit Application (Site Specific)
Building Permit Application (Site Specific)

References:

[Staff Report – Council Meeting: March 23, 2021:](#)

[Section 4.7.1 Onsite Services](#)

(March 23, 2021 [Council Agenda](#), pg. 66)

Onsite services such as roads, storm drainage, pedestrian walkways and boulevards, water, sewer, hydro, and phone/data utilities [will be required](#) as part of any future subdivision.

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

d. What is the width of the roads in the proposed development and do they have sidewalks?

Answer:

14m width Public Roads with detached sidewalks and a greenway connection are shown on the 'proof of concept' drawings, but would require future separate approval by the District Engineer and Council.

The District does not currently have a 14m road standard, although a 12m road standard has been applied to the recent Lot 13 Subdivision.

The specific technical details of a 14m Road Right of Way would require approval by the District Engineer, a variance to the District Engineering Standards and an approved Development Permit.

The other option is to develop the single family housing land uses as a Bare Land Strata with our own reduced internal road standards.

Applicable Development Stage(s): Development Permit Application (Subdivision Layout)
Subdivision Application (Works & Services)

References:

[Staff Report – Council Meeting: March 23, 2021:](#)
[Section 4.7.1 Onsite Services](#)
(March 23, 2021 [Council Agenda](#), pg. 66)

Onsite services such as roads, storm drainage, pedestrian walkways and boulevards, water, sewer, hydro, and phone/data utilities will be required as part of any future subdivision.

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

- e. **What are the total DCC's paid for the development?**

Answer:

District Staff to Quantify DCC amounts based on current rates.

It should be noted that:

- The costs of all works and services required at the time of subdivision will be at the cost of the developer and existing DCC project specific funding;
- Some DCC works have already been identified by the District and funded through DCC fees provided by past development;
- This development will also contribute to future DCC projects within the District;
- There is no cost to District ratepayers to service this development.

Applicable Development Stage(s):

Subdivision Application (DCC Payable - Lots)
Building Permit (DCC Payable – Multifamily by Unit)

References:

[Staff Report – Council Meeting: March 23, 2021:](#)

Section 6 Financial Impacts

(March 23, 2021 [Council Agenda](#), pg. 68)

The Development Cost Charges for the new development will be collected at the time of building permit issuance on a per unit basis for the multi-family portions, as set out in the municipal DCC bylaw.

DCC's would also be payable for the new single-family lots at the time the final subdivision approval is granted for each new lot.

Off-site servicing costs would be borne by the developer.

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

f. What is the buffer on the Marine Drive side of the development?

Answer:

10m Setbacks are provided along Marine Drive built to be secured through a restrictive covenant.

Applicable Development Stage(s):

Zoning Amendment (Rezoning)

- Secured by Restrictive Covenant as a condition of Bylaw Adoption
- Secured in Zoning Bylaw Regulations

References:

[Staff Report – Council Meeting: March 23, 2021: Section 1, 5, d.:](#)

registration of a greenspace covenant on a 10m wide strip along the Marine Drive frontage of the subject property to retain vegetation and preclude driveway access along this road corridor, as proposed;

[Appendix A, 1, R-6.6.2, C. R-3.8 Other Regulations, \(2\)](#)

(2) on proposed Lot 'A' the minimum setbacks for principal buildings from adjacent lot lines shall be as follows:

b.) from Marine Drive: 10m (33 ft)

[Refer to the Applicant's Planning Framework Report Section 10.2.1 10m Buffer Request \(March 23, 2021 Council Agenda, pg. 104\)](#)

Question:

- g. What are the rental caps for the apartment building? What percentage is for affordable housing in the apartment?**

Answer:

Affordable Housing (Social / Subsidized Housing) is not proposed as a part of this application. Refer to the answer to question 'b' above.

A full spectrum of housing options is proposed in a comprehensive package as follows:

- rental apartments;
- ground-oriented townhomes;
- single-family homes on large lots;
- medium single-family homes on compact lots;
- small homes on small lots;
- secondary suites, and,
- detached accessory residential cottages.

Rental Apartment Building

- i) Construction and development of the rental apartment building on proposed Lot 'A' (the "Apartment site") be in the first phase of the development;
- ii) Registration of the Housing Agreement on the title of proposed Lot 'A' (the "Apartment site") at the time of subdivision approval to ensure that the apartments are rental tenure only and will not be subject to strata conversion.
- iii) The maximum floor area of an individual multiple family dwelling unit is 77m² (825 ft²);

Applicable Development Stage(s):

- Zoning Amendment (Rezoning)
 - Secured by Restrictive Covenant as a condition of Bylaw Adoption
- Subdivision Application
 - Secured by Housing Agreement on Title

References:

[Staff Report – Council Meeting: March 23, 2021:](#)
[Section 1, 5, i, Recommendations](#)
[Section 4 Discussion](#)
[Section 4.1 Rental Apartment Building](#)
[Appendix A, 1, C. R-3.8 Other Regulations](#)

These apartments would not be permitted for short-term rental for tourist accommodation, nor would they be stratified for individual ownership. These provisions would be included in a Housing Agreement with the District of Ucluelet, registered on the property title.

The addition of 48 rental apartments would be a valuable addition to the housing supply in Ucluelet; the applicant's commitment to developing this portion of the site for rental housing is significant, and should be considered among the amenities or other community benefits presented by this proposal.

DISTRICT OF UCLUELET ZONING AMENDMENT BYLAW NO. 1284, 2021 (LOT 16 MARINE DRIVE)
– DEFERRED 3RD READING

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

h. What do the upgrades look like for Matterson Road?

Answer:

Frontage improvements will meet the District Engineering Standards for Matterson Road through the Subdivision Application process.

District Staff to identify the specific Engineering Department road standard.

Applicable Development Stage(s): Subdivision Application (Works & Services)

DISTRICT OF UCLUELET ZONING AMENDMENT BYLAW NO. 1284, 2021 (LOT 16 MARINE DRIVE)
– DEFFERED 3RD READING

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

- i. **Would the developer/owner entertain the idea focusing on the apartment building and then move over to the rest of the development, to make sure that the apartment is constructed first?**

Answer:

This has already been negotiated through conversations with Staff and confirmed as a requirement by Council at the March 23, 2021 Council Meeting.

Rental Apartment Building

- iv) Construction and development of the rental apartment building on proposed Lot 'A' (the "Apartment site") be in the first phase of the development;
- v) Registration of the Housing Agreement on the title of proposed Lot 'A' (the "Apartment site") at the time of subdivision approval to ensure that the apartments are rental tenure only and will not be subject to strata conversion.
- vi) The maximum floor area of an individual multiple family dwelling unit is 77m² (825 ft²);

Applicable Development Stage(s):

Zoning Amendment (Rezoning)

- Secured by Restrictive Covenant as a condition of Bylaw Adoption

References:

Staff Report – Council Meeting: March 23, 2021:

Section 1, 5, a, Recommendations

Construction and development of the rental apartment building on proposed Lot 'A' (the "Apartment site") be in the first phase of the development;

Section 4.1, Rental Apartment Building

The applicant is proposing that the first phase of developing Lot 16 would be a four-storey, 48-unit Multiple Family Residential apartment building for rental tenancy only.

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

- j. **Who is paying for the sewer upgrades at the corner of Marine Drive and Victoria Street and who is paying for sewer and water upgrades in general with the development?**

Question:

This is a common misperception raised during application processes.

The Developer pays the cost outright or in combination with DCC funding provided by past developments. This is always the case with all development.

There will be no cost to the ratepayer for the development to occur beyond District Staff time commitments.

Note that DCC funding must be applied to the specified project and cannot be shifted between projects once formally earmarked.

Beyond the required off site works noted above, the on-site works / internal servicing costs are estimated in the ballpark of \$2,000,000.00 by the project Civil Engineer.

Applicable Development Stage(s): Subdivision Application (Works & Services)

References:

[Staff Report – Council Meeting: March 23, 2021:](#)
Section 6 Financial Impacts

Off-site servicing costs would be borne by the developer.

[Refer to the Applicant's Planning Framework Report](#)
Section 2.2 Servicing
(March 23, 2021 [Council Agenda](#), pg. 89)

This is a common expectation of municipalities to ensure that the total cost of servicing the proposed land use and density is paid for by the developer. Local area residents will not incur any costs due to the rezoning.

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

k. What is the timeline for this development?

Answer:

The project timeline will not be established until the Zoning Amendment is completed.

Market conditions and construction cost constantly fluctuate so it is impossible to determine ahead of the surety of a completed land use change.

DISTRICT OF UCLUELET ZONING AMENDMENT BYLAW NO. 1284, 2021 (LOT 16 MARINE DRIVE)
– DEFERRED 3RD READING

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

I. How does this development help our community?

Answer:

Staff have outlined their support for the proposed residential land uses and we have provided a strong supporting planning rationale in our application materials.

Applicable Development Stage(s): Zoning Amendment (Rezoning)

References:

Staff Report – Council Meeting: March 23, 2021:
Section 7 Policy and Legislative Impacts
Conclusions and Options

The development of Lot 16 for a mix of residential uses is consistent with Ucluelet’s Official Community Plan. The draft zoning amendment bylaw presented with this report is being recommended for Council to consider to advance this significant proposal to a public hearing.

The zoning amendment that is recommended strives to represent the best interests of the community with a residential focus on this key property while allowing for the densities contemplated in the applicant’s concept plan. It is worth re-stating that this is a significant housing proposal for Ucluelet. The diversity of housing types being proposed for Lot 16 includes all of the following:

- rental apartments;
- ground-oriented townhomes;
- single-family homes on large lots;
- medium single-family homes on compact lots;
- small homes on small lots;
- secondary suites, and,
- detached accessory residential cottages.

Refer to the Applicant’s Planning Framework Report
Covering Letter

(March 23, 2021 Council Agenda, pg. 86)

The property owners and our project team have worked collaboratively with District Staff and local area residents to expand upon the community’s vision as expressed in the Official Community Plan. We heard from neighbouring residents that there was a strong desire to provide a variety of attainable housing forms for local residents, while preserving existing landscape buffer spaces, and mitigating increased vehicular traffic on local roads.

This community vision has been integrated into our natural systems based design process, which is a collaborative approach to site planning. Environmental, physical and architectural considerations have been woven together to create a Land Use Concept, which is the basis for our Zoning Amendment proposal.

DISTRICT OF UCLUELET ZONING AMENDMENT BYLAW NO. 1284, 2021 (LOT 16 MARINE DRIVE)
– DEFERRED 3RD READING

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

m. Is blasting required for this site? If so, what is the extent of the blasting?

Answer:

Blasting would be required for any development of the site due to the presence of shallow bedrock. The extent of blasting will be determined at the time of subdivision once the zoning is approved.

Applicable Development Stage(s):

Subdivision Application (Works & Services)

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

n. Is there an archeological study and can we see the study?

Answer:

The identified architectural site appears to have been removed before this property owner purchased the site.

This was reconfirmed through a survey of the property and will need to be addressed prior to any land altering activities.

Question:

o. Is this still an archeological site?

Answer:

Provincial records indicate a previously recorded archaeological site DfSj-85 on the property. DfSj-85, consisting of two Culturally Modified Trees, is protected under the Heritage Conservation Act and must not be altered or damaged without a permit from the Archaeology Branch.

The site location has been cleared and subsequently filled in prior to 2005. Air photo evidence and the geotechnical test pit at that location confirm same.

Prior to any land-altering activities, an eligible Consulting Archaeologist should be engaged to determine the steps in managing impacts to the archaeological site. An Eligible Consulting Archaeologist is one who is able to hold a Provincial heritage permit that allows them to conduct archaeological studies.

Applicable Development Stage(s):

Development Permit Application (Subdivision Layout)
Subdivision Application (Works & Services)

References:

[Refer to the Applicant's Planning Framework Report](#)

[Section 2.5 Site History / Archaeology](#)

[Sheet S4 Opportunities & Constraints](#)

(March 23, 2021 [Council Agenda](#), pg. 79, 89)

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

p. Is a three story apartment building an option?

Answer:

Possibly. That will be determined through detail design for a future Development Permit Application.

A restrictive covenant will be placed on title restricting the height to 3 stories, unless Council deems a 4 storey height appropriate at the time of a detailed form and character review through the site specific Development Permit Process.

Applicable Development Stage(s):

Development Permit Application (Site Specific)
Subdivision Application (Works & Services)

References:

Staff Report – Council Meeting: March 23, 2021:

Section Conclusions & Options

“j.) despite the zoning of proposed Lot ‘A’, the maximum building height be limited to 11m (3 storeys) unless first approved by the District Council upon submission of detailed architectural plans”;

Section 4.1, Rental Apartment Building

The R-3 zone currently permits a maximum height of 11m which accommodates a 3-storey building. At this point there are no detailed design drawings of the building or site that would form part of this application; this is a rezoning application only and not a request for a DP at this stage.

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

q. How are patios addressed in the setback requirements in the zoning?

Answer:

Setbacks are applicable to building and structures (including covered patios).

Patios will not be permitted within the 10m greenspace covenant along Marine Drive.

Applicable Development Stage(s):

Zoning Amendment (Rezoning)

- Secured by Restrictive Covenant as a condition of Bylaw Adoption

References:

[Staff Report – Council Meeting: March 23, 2021:
Section 1, 5, d, Recommendations](#)

registration of a greenspace covenant on a 10m wide strip along the Marine Drive frontage of the subject property to retain vegetation and preclude driveway access along this road corridor, as proposed;

June 15 Council Motion – 1 Page Summary Responses by Applicant

Question:

- r. **Is there an alternative access road other than Victoria Road or Victoria and Marine Dr. and what other options are available?**

Answer:

Public Road access to Victoria Drive is not proposed by the Applicant.

A driveway stub was shown on the 'Proof of Concept' drawings only from the townhome site to Victoria Drive.

The location and configuration of site access is not a concern for the developer.

Public road and private driveway access to the property will be provided as directed by the Subdivision Approving Officer. This is under the jurisdictional control of the Province.

Emergency access to Victoria Road will likely be required for public safety in the event of a Tsumami.

Question:

- s. **Request that a traffic study be conducted.**

Answer:

A traffic study will be provided through the Subdivision Application Process by a Professional Transportation Engineer as requested by the Approving Officer.

Applicable Development Stage(s):

Development Permit Application (Subdivision Layout)
Subdivision Application (Works & Services)

Staff Report – Council Meeting: March 23, 2021:
Section 4.5 Access and Circulation

Staff are recommending that a better road pattern would connect the new public road through Lot 16 from the access on Marine Drive through to Victoria Road at another existing section of municipal road right-of-way 63m (200 ft) further north (highlighted in blue in Figure 7, above, and noted in recommendation 5(e) at the outset of this report).

The applicant has expressed that either approach would be acceptable and is not pushing for one option over the other.

Refer to the Applicant's Planning Framework Report
Section 10.2.2 Vehicle Access Concerns
(March 23, 2021 Council Agenda, pg. 86)



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TECHNICAL MEMORANDUM No. 1

Issued Date:	October 9, 2019	File No.:	0361-192-TM1
Previous Issue Date:	None		
To:	Warren Cannon		
From:	Mitchell Brook, P.Eng.		
Client:	District of Ucluelet		
Project Name:	Lot 16 Marine Drive		
Subject:	Water System Review		

1. Objective

The objective of this technical memorandum is to review the watermain servicing requirements for the proposed development at the intersection of Marine Drive and Matterson Drive with consideration for water system improvements required to supply the proposed development.

2. Background

The proposed development is located at the intersection of Marine Drive and Matterson Drive. The proposed development will consist of three areas of single family development, one apartment complex and a townhome complex. Based on information provided by District there is a total of 37 single family lots and 86 multi-family units. The proposed lot layouts are shown on the enclosed drawings provided by the District.

It should be noted that a proposed water network, including hydrant spacing was not provided. The proposed water network that was evaluated is shown on the enclosed figure 0361-192 SK1. This schematic shows the proposed pipe locations, as well as node locations throughout the development to provide a representation of the available fire flow and peak hour pressures. For the purposes of this analysis it has been assumed that the proposed piping for the developments will be 200 mm dia.

For the purposes of this analysis the following site servicing options have been reviewed:

- Option 1:
 - o Current water system conditions.
- Option 2
 - o Pressure zone boundary modifications identified in the July 2017 District Water Master Plan.
 - o Watermain loop to Victoria Road through the proposed development.
- Option 3
 - o Fire flow improvements in the area identified in the July 2017 District Water Master Plan including:
 - A check valve installation at the intersection of Matterson Drive and Victoria Road.
 - Watermain upgrades on Victoria Road.

Issued: October 9, 2019
Previous Issue: None

3. Water Demands

3.1 Domestic Demands

Based on the preliminary details provided, the development will consist of 37 single family lots and approximately 86 multi-family units. The District has identified that the single family lots will include secondary suites in accordance with the zoning bylaw.

Based on a population density of 3.5 ppu for single family and 2.0 ppu for multi-family, the projected population for the development is 302 as detailed in **Table 1** below.

Table 1: Projected Population

Land Use	Units	Population
A - Apartments	48	96
B - Single Family w/ secondary suite	7	25
C - Adaptative Small Lot Residential w/ secondary suite	18	63
D - Small Lot Residential w/ secondary suite	12	42
E - Townhomes	38	76
Total		302

Unit water demand rates used for this analysis were taken from the 2014 Master Municipal Contract Documents Design (MMCD) Guideline and are shown in **Table 2** below:

Table 2: Per Capita Demands

Scenario	Demand Rate
Average Day Demand (ADD)	450 lpcd
Maximum Day Demand (MDD)	900 lpcd
Peak Hour Demand (PHD)	1,350 lpcd

Applying the unit rate demands listed above to the project equivalent population for the development the demand rate is calculated as shown in **Table 3** below:

Table 3: Water Demands

Scenario	Demand (lps)
ADD	1.6
MDD	3.1
PHD	4.7

The proposed demands were allocated uniformly to the junctions in the proposed development.

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Issued: October 9, 2019
 Previous Issue: None

3.2 Fire Flow Demand

The required fire flows of the development are per the 2014 MMCD Design Guideline and are summarized below in **Table 4**:

Table 4: Fire Flow Demands

Land Use	Required Fire Flow (lps)
Single Family Residential	60
Multi-Family	90

When architectural plans for the development are finalized, the required fire flow should be validated using the Fire Underwriters Survey document Water Supply for Fire Protection (1999).

4. Hydraulic Capacity Performance and Design Criteria

Based on the 2014 MMCD Design Guideline, the criteria outlined below in **Table 5** was used to assess the hydraulic impact of the proposed development on the District's water system.

Table 5: Analysis Criteria

Criteria	Analysis Scenario	Parameter Value
Minimum Residual Pressure	PHD	44 psi
Minimum Residual Pressure	MDD+FF	22 psi

5. Water Model Evaluation

The water model was evaluated under current maximum day plus fire flow and peak hour demand conditions for each of the development piping options noted in Section 2.

A summary of the available fire flows and residual peak hour pressures is summarized in **Table 6, 7 and 8** below.

Table 6: Option 1 Results

Location	Elevation (m)	Required Fire Flow (lps)	Available Fire Flow (lps)	Peak Hour Pressure (psi)
Existing Hydrant (Marine Dr/Matterson Dr)	16.5	90	46	63
Existing Hydrant (554 Marine Dr)	20	90	46	58
Proposed Onsite Hydrant 1 (Areas B,C,D)	23	60	45	54
Proposed Onsite Hydrant 2 (Areas B,C,D)	25.8	60	42	50
Proposed Onsite Hydrant 3 (Area E)	28.8	90	33	38
Existing Hydrant (1309 Victoria Rd)	15.9	90	51	57

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Table 7: Option 2 Results

Location	Elevation (m)	Required Fire Flow (lps)	Available Fire Flow (lps)	Peak Hour Pressure (psi)
Existing Hydrant (Marine Dr/Matterson Dr)	16.5	90	45	62
Existing Hydrant (554 Marine Dr)	20	90	45	57
Proposed Onsite Hydrant 1 (Areas B,C,D)	23	60	45	53
Proposed Onsite Hydrant 2 (Areas B,C,D)	25.8	60	42	49
Proposed Onsite Hydrant 3 (Area E)	28.8	90	34	43
Existing Hydrant (1309 Victoria Rd)	15.9	90	45	63

Table 8: Option 3 Results

Location	Elevation (m)	Required Fire Flow (lps)	Available Fire Flow (lps)	Peak Hour Pressure (psi)
Existing Hydrant (Marine Dr/Matterson Dr)	16.5	90	125	62
Existing Hydrant (554 Marine Dr)	20	90	130	57
Proposed Onsite Hydrant 1 (Areas B,C,D)	23	60	123	53
Proposed Onsite Hydrant 2 (Areas B,C,D)	25.8	60	107	49
Proposed Onsite Hydrant 3 (Area E)	28.8	90	75	43
Existing Hydrant (1309 Victoria Rd)	15.9	90	123	63

As shown in the above tables the proposed improvement option 3 is required to provide the required fire flows under and peak hour pressure existing conditions. It should be noted that 90 lps is not available at the proposed onsite hydrant at Area E.

6. Impact of Proposed Development

In order to assess the impact of the development on the rest of the District water distribution system, simulation results from the model were compared between scenarios with and without the development and proposed improvements. The results are summarized below in **Tables 9**:

Table 9: Impact Analysis Summary

Location	Scenario	Without Development	With Development
# of Low Pressure Deficiencies	PHD	26	28
PHD Average Pressure	PHD	60	60
Average Available Fire Flows	MDD	144	155

Overall, the development will have minor hydraulic impact on the City water distribution system in the current scenarios. The peak hour pressure in two locations will drop from 44 psi to 42 psi with the addition of the proposed development.

7. Conclusions

The following conclusions are presented as a result of this technical memorandum:

- 1) The projected population for the proposed development is 302
- 2) The proposed demands for the development are as follows:
 - a. Maximum Day: 3.1 lps
 - b. Peak Hour: 4.7 lps
- 3) Proposed servicing Option 3 can provide the required fire flows and peak hour pressures for the development, with the exception of Area E.
- 4) The design fire flow of 90 lps is not available at the proposed on site hydrant at Area E.
- 5) There are minor impacts to the peak hour pressures in the distribution system with the proposed development. Two locations the pressure drops from 44 psi to 42 psi.

8. Recommendations

Based on the results discussed in this technical memorandum we recommend the following:

- 1) The onsite piping be sized as per the attached figures.
- 2) The required fire flow for the development should be validated using the Fire Underwriters Survey document Water Supply for Fire Protection (1999) when the architectural plans are known.
- 3) Install all works listed in Option 3 to provide the required fire flows and peak hour pressures.
- 4) Review the fire flow requirements for Area E.

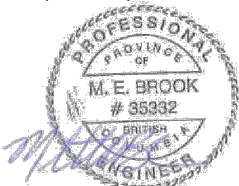
Technical Memorandum No. 1
Lot 16 Water Review

Issued: October 9, 2019
Previous Issue: None

Yours truly,

KOERS & ASSOCIATES ENGINEERING LTD.

Prepared By:



Mitchell Brook, P.Eng
Project Engineer

Reviewed By:



Chris Downey, P.Eng
Project Manager

Enclosures

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TECHNICAL MEMORANDUM No. 2

Issued Date:	October 17, 2019	File No.:	0361-192-TM2
Previous Issue Date:	None		
To:	Warren Cannon		
From:	Chris Downey, P.Eng.		
Client:	District of Ucluelet		
Project Name:	Lot 16 Marine Drive		
Subject:	Sanitary Sewer System Review		

1. Objective

The objective of this technical memorandum is to review the sanitary sewer servicing requirements for the proposed development at the intersection of Marine Drive and Matterson Drive with consideration for sanitary sewer improvements required to service the proposed development.

2. Background

The proposed development is located at the intersection of Marine Drive and Matterson Drive. The proposed development will consist of three areas of single family development, one apartment complex and a townhome complex. Based on information provided by the District there is a total of 37 single family lots and 76 multi-family units. The proposed lot layouts are shown on the enclosed drawings provided by the District.

It should be noted that a proposed sanitary sewer network was not provided. The proposed sanitary sewer network that was evaluated is shown on the enclosed drawing 0361-192-01. This drawing shows the proposed connections from the development to the existing sanitary sewer on Marine Drive.

3. Sanitary Sewer Demands

3.1 Domestic Demands

Based on the preliminary details provided, the development will consist of 37 single family lots and approximately 76 multi-family units. The District has identified that the single family lots will include secondary suites in accordance with the zoning bylaw.

Based on a population density of 2.28 ppu for single family and multi-family, the projected population for the development is 258 as detailed in **Table 1** below.

Table 1: Projected Population

	Units	Population
Connection 1 (Area A) 48 Multi-Family units	48	110
Connection 2 (Area B, C, D, and E) 28 Multi-Family units and 37 Single Family lots	65	148
Total		258

Issued: October 17, 2019
 Previous Issue: None

Peak dry domestic sanitary sewer flows for the development were based on the District of Ucluelet Engineering Standards and Specifications and are shown in **Table 2** below:

Table 2: Per Capita Demands

Population	Per Capita Flow (m ³ /cap/day)
0 – 100 people	3.0
101 – 200 people	2.63
200 – 500 people	2.18
500 – 1000 people	1.91
1,000 – 2,000 people	1.67

Applying the per capita flow rate listed above to the project equivalent population for the development the peak domestic sewage demand rate is calculated as **289.3 m³/day** for connection 1 and **389.2 m³/day** for connection 2.

3.2 Infiltration and Inflow Allowance

The required Infiltration and Inflow (I&I) allowance for the proposed development are per the DOU Engineering Standards and Specifications at 11.2 m³/Ha/day and are summarized below in **Table 3**:

Table 3: Infiltration and Inflow Allowance

	Area (Ha)	(m ³ /day)
Connection 1 (Area A) 48 Multi-Family units	0.7	7.8
Connection 2 (Area B, C, D, and E) 28 Multi-Family units and 37 Single Family lots	4.4	49.3
Total	5.1	57.1

3.3 Peak Wet Weather Flow

The peak wet weather flow for the proposed development are the combination of the Peak sewage flow and I&I allowance which are summarized below in **Table 4**:

Table 4: Peak Wet Weather Flows

	Peak Sewage (m ³ /day)	I&I (m ³ /day)	Peak Wet Weather Flow (m ³ /day)
Connection 1 (Area A) 48 Multi-Family units	289.3	7.8	297.1
Connection 2 (Area B, C, D, and E) 28 Multi-Family units and 37 Single Family lots	389.2	49.3	438.5
Total	678.5	57.1	735.6

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Technical Memorandum No. 2
 Lot 16 Sanitary Sewer Review

Issued: October 17, 2019
 Previous Issue: None

4. Results

We have assumed the following conditions during our review of the proposed sanitary sewer model:

1. All the serviced lots/units in the Forbes Road Subdivision including the Multi-Family lot are contributing.
2. Bay Street diversion has been completed.
3. All single family lots that have been serviced.
4. We have not allowed for additional units due to re-zoning (There is potential for Multi-Family lots on Larch Road and Matterson).
5. Hotel units are treated the same as residential units.
6. Commercial and Institutional areas are an assumed area around the building. We have used diurnal patterns; one for residential and one for commercial/Institutional. The loading for commercial/Institutional is between 8am and 6 pm, with a steady flow between those hours. Residential follows a pattern based on flow monitoring from a residential neighbourhood in a Vancouver Island municipality.

The impact of the proposed development on the sanitary sewer was modelled based on the above assumptions for peak flows in the District owned sewer pipes between the proposed development and the Sewage Lagoon. The results are shown in the table below.

The results show that the capacity of the gravity sanitary sewer and pump station on Victoria Road is not sufficient as the pipe would be at 145% capacity and the pump station at 148% capacity. In order to service the proposed development, the forcemain from Big Beach pump station should be extended and connect into the sanitary sewer gravity system on Otter Street.

Up MH	Dn MH	Residential					Comm/Inst	Peak Flow L/s	Size mm	Slope m/m	Capacity L/s	% Full
		Area (ha)		Lot/Units		Pop	Area					
		Trib	Total	Trib	Total		ha					
Forbes PS MD	Big Beach PS	18.30	18.3	121	121	276	0	5.6		28.3	20%	
Pressure	Big Beach PS	9.40	9.4	60	60	137	0			(not applicable)		
Bay Street Big Beach PS	Big Beach PS	16.70	16.7	166	166	378	0	6.6		(not applicable)		
SMH-101	SMH-101	22.00	66.4	223	570	1300	1.3	24.0		34.0	71%	
SMH-101	SMH-102	3.50	69.9	56	626	1427	1.3	27.2	200	0.007	27.4	99%
SMH-102	Victoria Rd PS	9.00	97.2	13	639	1457	1.3	30.4	200	0.004	21.0	145%
Victoria Rd PS	SMH-304	13.40	110.6	73	712	1623	1.9	34.0			23.0	148%

KOERS & ASSOCIATES ENGINEERING LTD.



Technical Memorandum No. 2
Lot 16 Sanitary Sewer Review

Issued: October 17, 2019
Previous Issue: None

5. Conclusions

The following conclusions are presented as a result of this technical memorandum:

- 1) The projected population for the proposed development is 258
- 2) The proposed peak flows for the development are as follows:
 - a. Peak Domestic Flows 678.5 m³/day
 - b. I&I Allowance 57.1 m³/day
 - c. Peak Flows 735.6 m³/day
- 3) The 200 PVC gravity sanitary sewer pipe on Victoria Road is at 145% capacity.
- 4) The Victoria Road pump station is at 148% capacity

6. Recommendations

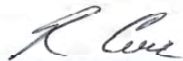
Based on the results discussed in this technical memorandum we recommend the following:

- 1) The existing 150 PVC forcemain from Big Beach pump station is extended to Otter Street.
- 2) The forcemain from Big Beach pump station is isolated from Victoria Road.

Yours truly,

KOERS & ASSOCIATES ENGINEERING LTD.

Prepared By:



Richard Cave, ASCT
Senior Technologist

Enclosures

Reviewed By:



Chris Downey, P.Eng
Project Manager

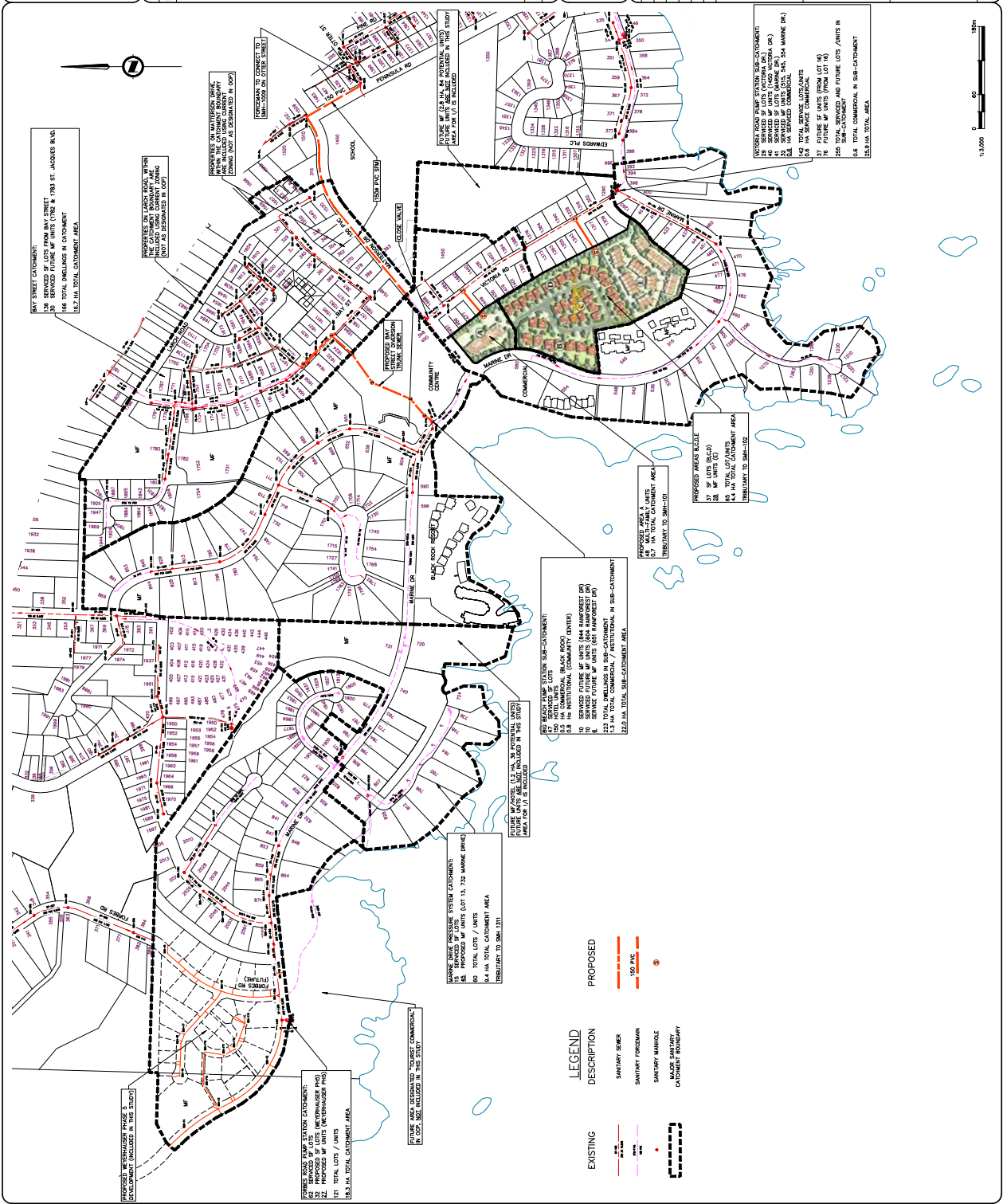
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RECORD OF REVISIONS		RECORD OF ISSUE	
REV	DATE	BY	DESCRIPTION

RECORD OF ISSUE	
ISS	DESCRIPTION

PROJECT NO.	0361-192
DRAWN	RC
CHECKED	CD
APPROVED	
DATE	OCTOBER 2019
SCALE	1:3000
CLIENT	DISTRICT OF UCLUELET
PROJECT	LOT 16 SANITARY ANALYSIS
TITLE	VICTORIA ROAD SANITARY PUMP STATION CATCHMENT AREA
DRAWING No.	0361-192-01
REV.	1/1
SHEET	1/1



File: 0361-192 Sewerage Plan; Date: Oct 17, 2019 - 3:07pm User: rcop



DISTRICT OF
UCLUELET

Matterson Drive Forcemain Victoria to Otter
Cost Estimate (Class 'D')

November 30, 2020
Koers File: 2047

Item	Description	Unit	Quantity	Unit Price	Extension
	Division 1				
1.1	General Requirements	LS	1	\$75,000	\$75,000
1.2	Submittals	LS	1	\$5,000	\$5,000
	Division 2				
2.1	Location of Existing Structures	LS	1	\$6,000	\$6,000
2.2	Gravel Surface Restoration				
0.1	Crushed Shoulder Gravel	m ²	75	\$20	\$1,500
2.3	Temporary Trench restoration				
0.1	Coldmix (50 mm thick)	m ²	75	\$50	\$3,750
0.2	Rap (50 mm thick)	m ²	50	\$25	\$1,250
2.4	Reinstate Ditching	m	550	\$20	\$11,000
2.5	Hydraulic Seeding	LS	1	\$4,000	\$4,000
2.6	Sanitary Sewer Forcemain				
0.1	150 HDPE DR 26	m	550	\$190	\$104,500
2.7	Tie-Ins				
0.1	Victoria	LS	1	\$5,000	\$5,000
0.2	Otter	LS	1	\$25,000	\$25,000
2.8	Asphalt Restoration				
0.1	50 mm thick (100mm crush base)	m ²	50	\$100	\$5,000
0.2	Asphalt Pathway	m ²	1,000	\$100	\$100,000
2.9	Rock Excavation	m ³	100	\$300	\$30,000
Subtotal:					\$377,000
20% Engineering Design & Construction Services					\$75,400
30% Contingency					\$136,000
ESTIMATED TOTAL CONSTRUCTION COST (excluding GST) :					\$588,400



DISTRICT OF
UCLUELET

**Matterson Drive Forcemain Victoria to Otter
Cost Estimate (Class 'D')**

September 24, 2020

Koers File: 2047

Item	Description	Unit	Quantity	Unit Price	Extension
Division 1					
1.1	General Requirements	LS	1	\$75,000	\$75,000
1.2	Submittals	LS	1	\$5,000	\$5,000
Division 2					
2.1	Location of Existing Structures	LS	1	\$6,000	\$6,000
2.2 Gravel Surface Restoration					
0.1	Crushed Shoulder Gravel	m ²	75	\$20	\$1,500
2.3 Temporary Trench restoration					
0.1	Coldmix (50 mm thick)	m ²	75	\$50	\$3,750
0.2	Rap (50 mm thick)	m ²	50	\$25	\$1,250
2.4	Reinstate Ditching	m	550	\$20	\$11,000
2.5	Hydraulic Seeding	LS	1	\$4,000	\$4,000
2.6 Sanitary Sewer Forcemain					
0.1	300 HDPE DR 26	m	550	\$350	\$192,500
2.7 Tie-Ins					
0.1	Victoria	LS	1	\$5,000	\$5,000
0.2	Otter	LS	1	\$25,000	\$25,000
2.8 Asphalt Restoration					
0.1	50 mm thick (100mm crush base)	m ²	50	\$100	\$5,000
0.2	Asphalt Pathway	m ²	1,000	\$100	\$100,000
2.9	Rock Excavation	m ³	100	\$300	\$30,000
				Subtotal:	\$465,000
				20% Engineering Design & Construction Services	\$93,000
				30% Contingency	\$167,000
ESTIMATED TOTAL CONSTRUCTION COST (excluding Engineering & GST) :					\$725,000

(Appendix 'B' to CoW report August 10, 2021)
(not including original attachments)



STAFF REPORT TO COUNCIL

Council Meeting: March 23, 2021
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: BRUCE GREIG, MANAGER OF COMMUNITY PLANNING **FILE NO:** 3360-20-RZ19-02

SUBJECT: **ZONING AMENDMENT: LOT 16 MARINE DRIVE** **REPORT NO:** 21-

ATTACHMENT(S): APPENDIX A – ZONING AMENDMENT BYLAW NO. 1284, 2021
APPENDIX B – OPTIONAL AMENDMENT TO BYLAW NO. 1284 (TO ADD B&B'S)
APPENDIX C – APPLICATION MATERIALS
APPENDIX D – ADDITIONAL BACKGROUND

1. Recommendations:

THAT Council, with regard to the proposed development of Lot 16 District Lot 281 Clayoquot District Plan VIP76214 Except part in plans VIP80735, VIP83067 and VIP86140 ("**Lot 16**"):

1. introduce and give first reading to District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021;
2. give second reading to District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021;
3. direct staff to give notice for a public hearing to be held on District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021;
4. indicate to the applicant that a variance to allow the requested 16m height for a fourth storey on the proposed apartment building would best be considered under a Development Variance Permit once architectural plans have been submitted;
5. indicate to the applicant and the public that adoption of District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021, would be subject to registration of a Section 219 restrictive covenant on the title of the subject property to ensure, as a matter of public interest, that the following conditions and offers be satisfied as the property is subdivided and developed:
 - a. construction and development of the rental apartment building on proposed Lot 'A' (the "Apartment site") be in the first phase of the development;
 - b. dedication of a 10m wide park greenbelt along the eastern (Victoria Drive side) boundary of the property, as proposed;
 - c. dedication of a park area of approximately 1,300m² on the western (Marine Drive) side of the property, as proposed;

- d. registration of a greenspace covenant on a 10m wide strip along the Marine Drive frontage of the subject property to retain vegetation and preclude driveway access along this road corridor, as proposed;
- e. extension of the proposed new road to connect to Victoria Drive in the general location as shown in Figure 7 of the staff report;
- f. vehicle access to the proposed Lot 'B' ("Townhouse site") be from the new internal road only;
- g. the proposed amenity contributions of \$1,000 per multi-family unit or single-family lot be payable prior to approval of a subdivision plan creating the corresponding development parcels;
- h. the proposed transfer of ownership of one small serviced residential lot to the District at the time of subdivision approval; and,
- i. registration of the Housing Agreement on the title of proposed Lot 'A' (the "Apartment site") at the time of subdivision approval to ensure that the apartments are rental tenure only and will not be subject to strata conversion.

2. Purpose:

To provide Council with information on a request to amend the *District of Ucluelet Zoning Bylaw No.1160, 2013* (the "**Zoning Bylaw**"), that is reflective of the applicant's proposed "proof-of-concept" plans (the "**Concept Plans**") over Lot 16 District Lot 281 Clayoquot District Plan VIP76214 Except part in plans VIP80735, VIP83067 and VIP86140 (**Lot 16**).



Figure 1 – Subject Property

3. **The Proposal:**

Lot 16 is a 12.7 acre property centrally located within walking distance to the schools, the Ucluelet Community Centre, Big Beach Park, and the Village Square. The subject property currently holds the *CD-2A.1.6 Big Beach Estates* zoning designation. For background on the CD-2A zoning, see **Appendix D**.

The proposal submitted by MacDonald Gray on behalf of Nored Developments is to rezone Lot 16 to enable the development of several forms of housing:

- a 48-unit rental apartment building on the corner of Matterson Drive and Marine Drive (label **A** in Figure 2 below);
- 6 R-1 Single Family Residential lots on Marine Drive (label **B** in Figure 2);
- 30 smaller Single Family Residential lots in a new zone (labels **C** and **D** in Figure 2); and,
- 28 townhouse Multi-Family units (label **E** in Figure 2).

The development would include new internal roads and pathways, a 10m dedicated park buffer between the new development and properties on Victoria Road, and an area of park dedication (label **F** in Figure 2) between “The Ridge” development and the new single-family lots (see **Figures 2 & 3** and detailed plans in **Appendix C**).



Figure 2 – illustrative Site Plan (from application)

The applicant held a public information meeting on the 7th of December, 2018, and a summary of that meeting has been submitted by the applicant (see **Appendix C**). The current application and Concept Plans reflect a number of changes made after receiving public comment.

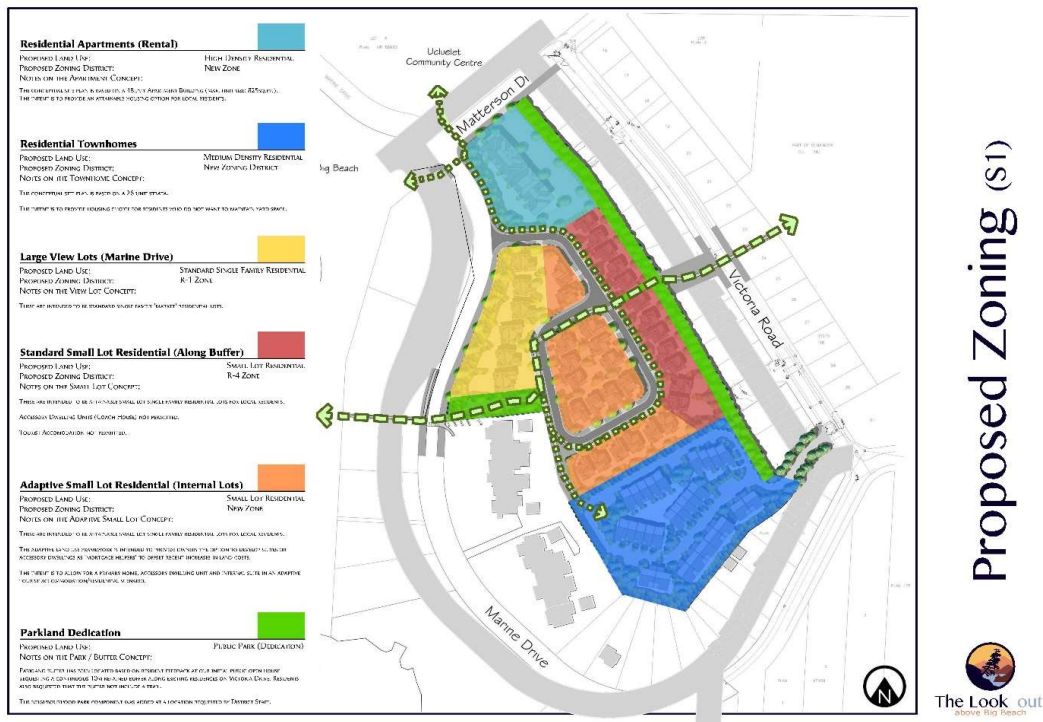


Figure 3 – Site Plan showing land use areas, access and pedestrian circulation (from application)

The Concept Plans submitted are not being presented as finalized plans – this application is not for a Development Permit (DP) at this time, rather it is for rezoning to permit the proposed uses and densities. The plans submitted with the application have been thought through in detail as “proof of concept” drawings, with the expectation that adjustments will be made as the property develops through the future stages of subdivision and DP approvals. Staff have worked with the applicant to mutually understand the developer’s goals as well as the public benefits which could come from this development. As a result some adjustments to the plans are recommended by staff and are discussed below. The zoning amendment bylaw which has been drafted (see **Appendix ‘A’**) accommodates the proposed uses and densities shown; the applicant is asking for two changes which, if supported by Council, could be inserted into the bylaw before proceeding to a public hearing (see **Appendix ‘B’** and options discussed below).

4. **Discussion:**

This application proposes a positive change from the current CD zoning for resort condo use. This is a good, central location for additional new housing in Ucluelet. The proposal would result in a mix of housing; with different sizes, types and costs resulting from the proposed mix.

Given the central location within walking distance to the village core, community center, schools and parks, this presents a great opportunity to add diverse residential density and create a walkable neighbourhood in this location. The proposed development mix is commended for including large lots, small lots, rental apartments, and townhomes offering housing in different

forms and affordability. The positioning of these uses with the apartment on the corner, the townhouses to the south and residential lots in between creates a clean development pattern and locates uses suitable to the adjacent lands and their context. The densities proposed are higher than found in existing single-family neighbourhoods in Ucluelet (befitting the point in time this is being proposed, and the current land values), but the proposed development also presents transitions and greenspace thoughtfully placed to minimize impact on existing adjacent uses and people's homes.

This report looks at the proposed zoning for uses and densities, issues of access, servicing and proposed amenities; zoning boundaries follow the general location of future road centerlines and boundaries between different uses. The details of the multiple-family development blocks would be subject to future DP applications which would be required as each of those sites develops.

4.1. Rental Apartment Building:

The applicant is proposing that the first phase of developing Lot 16 would be a four-storey, 48-unit Multiple Family Residential apartment building for rental tenancy only. The apartment building would be located at the corner of Marine Drive and Matterson Drive, with access from both Matterson and the new internal road. The proposed 10m park dedication of a treed buffer would separate the apartment parking lot from the adjacent homes on Victoria Road.

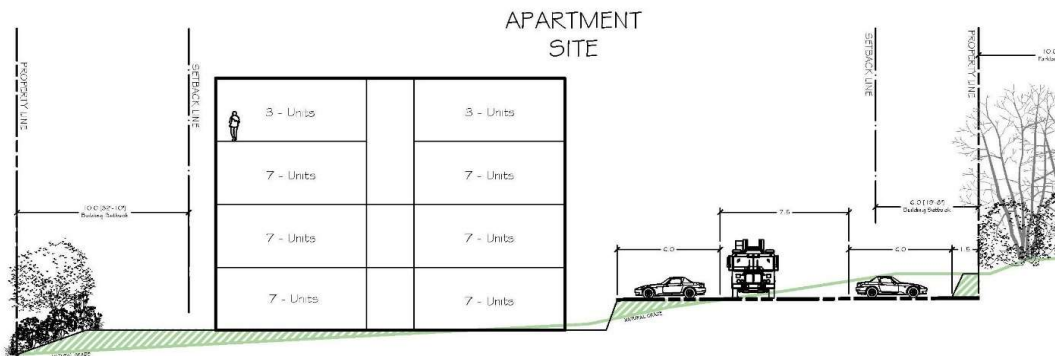
The draft Bylaw No. 1284 would designate this portion of the site as R-3 High Density Residential to accommodate proposed apartment use. The proposed new site-specific regulations in section R-3.8.1(1), (2) and (3) are tailored to this proposal (see **Appendix 'A'**).

These apartments would not be permitted for short-term rental for tourist accommodation, nor would they be stratified for individual ownership. These provisions would be included in a Housing Agreement with the District of Ucluelet, registered on the property title (see recommendation **5(i)** above).

The addition of 48 rental apartments would be a valuable addition to the housing supply in Ucluelet; the applicant's commitment to developing this portion of the site for rental housing is significant, and should be considered among the amenities or other community benefits presented by this proposal.

Building Height:

The R-3 zone currently permits a maximum height of 11m which accommodates a 3-storey building. At this point there are no detailed design drawings of the building or site that would form part of this application; this is a rezoning application only and not a request for a DP at this stage.



Apartment / Multi-Unit Residential Concept
 (Subject to a future Development Permit Application process)

Figure 4 – preliminary section through Apartment site

The applicant has requested that the R-3 zoning include a site-specific provision to allow the maximum height of the building to be increased from 11m to 16m to accommodate a 4-storey building. Staff recommend that this would best be reviewed in connection with a more detailed preliminary design for the actual building being proposed. The applicant could apply for a Development Permit Variance (**DVP**) during the DP process for the apartment building, with the required public notification and opportunity to comment, once the development proceeds to that point and building plans have been prepared. Viewing plans for how the building would be articulated, for example by stepping back portions of upper storeys, would help Council and the community visualize the impact of the development on this corner.

Alternatively, Council could grant the requested additional height outright in the zoning and rely on the form and character DP guidelines to ensure an acceptable building results from the DP process (see **Option #6** at the end of this report). To provide more assurance to Council, the applicant has suggested willingness to include a provision about the height within the restrictive covenant (see also **Option #7** at the end of this report). Both options 6 and 7 would involve review and approval of detailed plans by Council at a later point, but would not result in notification and public input to Council prior to making a decision on approving the building design.

These options 6 and 7 are presented to enable the applicant to make a case for Council to consider and, at Council’s direction, could be easily incorporated as the application moves forward without delay in proceeding to a public hearing.

Outdoor Space and Setbacks:

The applicant is requesting an exemption for the proposed apartment on Lot 16 from the Outdoor Recreation/ Amenity Space required in the Definition of “Multiple Family Residential”. This should be viewed in context with the amenities being offered and the proximity to the Ucluelet Community Centre, Big Beach Park and the schools. If Council were to earmark a portion of the amenity contribution for upgrades to recreation facilities (e.g., additional play equipment in an appropriate nearby public location), it could arguably satisfy the intent of the outdoor recreation space in a way that is accessible to the whole community.

The proposed addition of 10m and 8m setbacks along the property lines of the lot should be achieved by way a green space covenant (S.219 restrictive covenant, as noted in the recommended

motion #5 above). The 10m dedicated greenspace buffer on the east side would also increase the open space and vegetation surrounding the apartment building.

The proposed new rental apartment building would be a very positive addition to the housing supply in the community. At the same time, the location at the corner of Marine and Matterson opposite the UCC is a significant crossroads location at the approach to Big Beach. The building will become a landmark in the community and the overall height - and how the massing of the building is handled in the final design - will have a significant influence on the character of this corner of the community. Balancing these elements is critical when deciding on the appropriate degree and timing of community input, and the degree of control in Council's decision making on this key aspect of the development proposal.

4.2. Single Family Residential:

Along Marine Drive, an area of R-1 zoned single family lots is proposed, north of "the Ridge" and proposed new park, extending north to the new road entrance. These lots would not be accessed from Marine Drive; the proposed 10m greenspace covenant would ensure driveway access would be from the new internal road (see recommendation **5(d)** above).

These proposed larger lots would have the permitted uses currently allowed in the R-1 zone: Single-Family Residential as the principal use and either secondary suite or bed and breakfast as secondary uses, along with home occupation. As proposed, these half-dozen lots could therefore include the ability to provide short-term rental (B&B) accommodation. Recent sales and development on single-family lots in Ucluelet have shown that new construction is leaning more and more toward developing the short-term rental units as a key part of the house. This is placing upward pressure on property values.

B&B units being built in new homes are no longer a bedroom down the hallway within a home; they are generally being constructed as self-contained units with separate external entrances, more akin to motel suites. It is highly likely that most if not all of the proposed R-1 lots would contain one to three B&B units, and this potential impact should be considered when considering the development's overall density.

As a small portion of the overall development, and in this particular location on Marine Drive (with other short-term rental accommodation nearby and with proximity and views to Big Beach), staff recommend that the proposed R-1 lots are a supportable component in the mix of other housing types being proposed.

4.3. Infill Single Family Residential:

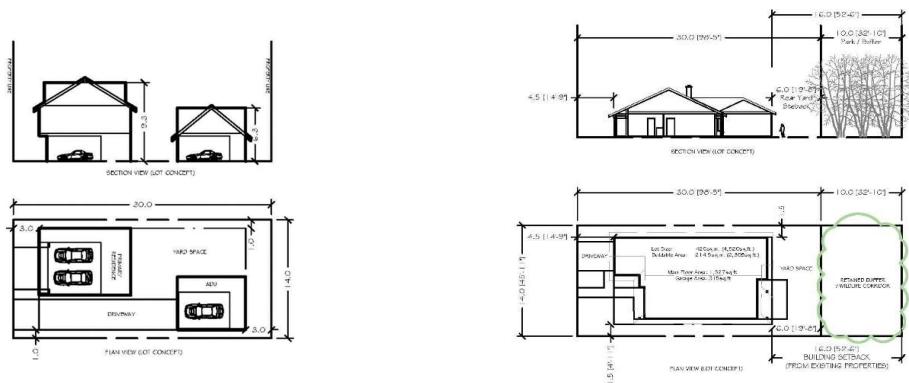
In the centre of Lot 16, approximately 30 compact new single-family lots are being proposed. A new R-6 Infill Single Family Residential zoning designation would be created by Bylaw No. 1284. The new R-6 zoning provisions would accommodate the lots shown in the Concept Plans, while providing flexibility to adjust the specific layout of individual lots as the development proceeds further through the subdivision process.

A 10m park dedication is proposed to maintain a treed greenspace buffer between the new single-family lots on Lot 16 and the adjacent homes on Victoria Road. This aligns with the original commitment to provide a 10m buffer which was part of the density bonusing framework for the CD-2 zone (please see **Appendix 'D'** for more detail on the somewhat confusing history of the prior zoning).

Some key components of the new draft R-6 zone:

- the list of permitted uses, as drafted, are purely residential with no short-term accommodation;
- minimum, maximum and maximum average lot sizes are defined, which would result in a mix of lot areas within a range between 360m² and 600m²;
- accessory uses include *secondary suite* or a detached *accessory residential dwelling unit* (a.k.a., cottage) on lots larger than 480m². Combined with the maximum lot average regulation this will ensure some mix among the housing units developed within this new neighbourhood;
- the Floor Area Ratio of 0.35 is equal to the current R-1 zoning regulations which apply in adjacent existing neighbourhoods, but if additional accessory housing units are included the F.A.R. is increased under the R-6 zoning to 0.5 – creating an incentive to develop more housing rather than larger houses;
- front setbacks are reduced along the new internal roads, but a greater setback is maintained in front of portions of a building with a garage door (so that a parking space is maintained on the driveway without overhanging the property line and sidewalk); and,
- maximum height for the main house would be 8.5m and for an accessory building would be 5.5m (same as in the R-1 zone), but for an *accessory residential dwelling unit* would be 7.5m. The 7.5m height is intended to allow for a small dwelling above a garage, but still be somewhat secondary in appearance to the slightly higher main house.

The new R-6 zone, and this proposed new neighbourhood of lots, would be the first area in Ucluelet where accessory cottages are widely permitted. As noted above, the lot area regulations would ensure that not every lot could have a cottage – at least one or two would be too small to permit that additional use, ensuring that the mix includes some modest homes on compact lots without the addition of a rental unit.



excerpt: Internal Lot

excerpt: showing Park Buffer along Victoria Road

Figure 5 – excerpts from application site plan showing possible infill single family lot options

A new neighbourhood of compact yet livable residential houses, with the ability to include an attached or detached extra long-term rental unit as a mortgage helper, would be a positive addition to the community. The detached cottage is similar to a secondary suite in size and use, but provides a different form with a bit of separation, privacy and often more outdoor private space.

Inclusion of short term rentals:

The applicant is requesting that the zoning also include the ability to have some short-term rentals within the permitted uses, for those internal lots which do not back onto the green buffer adjacent to Victoria Road. The draft Bylaw No. 1284 has not been written to accommodate this use, and staff are not recommending that including this portion of commercial accommodation is a benefit to the affordability or livability of the community. As noted above, a limited amount of short-term rentals within the half-dozen R-1 Lots along Marine Drive does provide for some of that commercial accommodation and added real estate value.

As part of ongoing work to develop a housing strategy for Ucluelet, Council has indicated a priority in looking at opportunities to increase housing choices and supply. Adjusting regulations to allow new forms of accessory dwelling units in existing residential areas is a policy area staff are working on. The work to develop the new R-6 zoning regulations starts to give shape to how such regulations could unfold. The draft regulations are aimed at providing an opportunity, and incentive, to create additional and more diverse housing supply within town - while also maintaining a density, character and adequate separation to maximize quality of life for residents.

As part of the broader housing discussion, tools such as an Intensive Residential Development DP area will be explored. This could include guidelines to improve privacy between adjacent properties when adding accessory units, and to ensure that adequate off-street parking is located in ways that also maintain a pedestrian-friendly streetscape and protect the supply of on-street public parking.

If Council wishes to include short term rentals as an option within the central portion of the R-6 zoned land, draft Bylaw No. 1284 could be amended as noted at the end of this report (see **Option #8** and **Appendix 'B'**), prior to the bylaw moving forward to a public hearing.

4.4. Townhomes:

The applicant is proposing that the south end of Lot 16 be designated for 28 townhomes. This presents yet another housing type and would add diversity to the community housing supply. Townhomes provide ground-oriented housing at a different price point than detached single-family homes. The draft Bylaw No, 1284 would designate this portion of the site as R-3 High Density Residential, with site-specific regulations R-3.8.1(4) and (5) to define the maximum density and setbacks as proposed.



Figure 6 – preliminary section through Townhome site

The Concept Plans presented with the application show the access to the townhome site from Victoria Road near the intersection with Marine Drive. As noted in the discussion of access and circulation, below, staff recommend that the road access would be more appropriate from the new internal road. This change can be made as the development moves forward through subsequent stages of subdivision and DP approval (see recommendation 5(f) above).

4.5. Access and Circulation:

The Concept Plans show two closed, dead-end road loops. The first would provide access to the new single-family lots from a single connection to the existing road network at Marine Drive (highlighted in red in **Figure 7**, below). The second loop would provide access to the townhouse strata from a connection on Victoria Road through an existing municipal road right-of-way approximately 17m (55 ft) from the corner of Marine Drive.

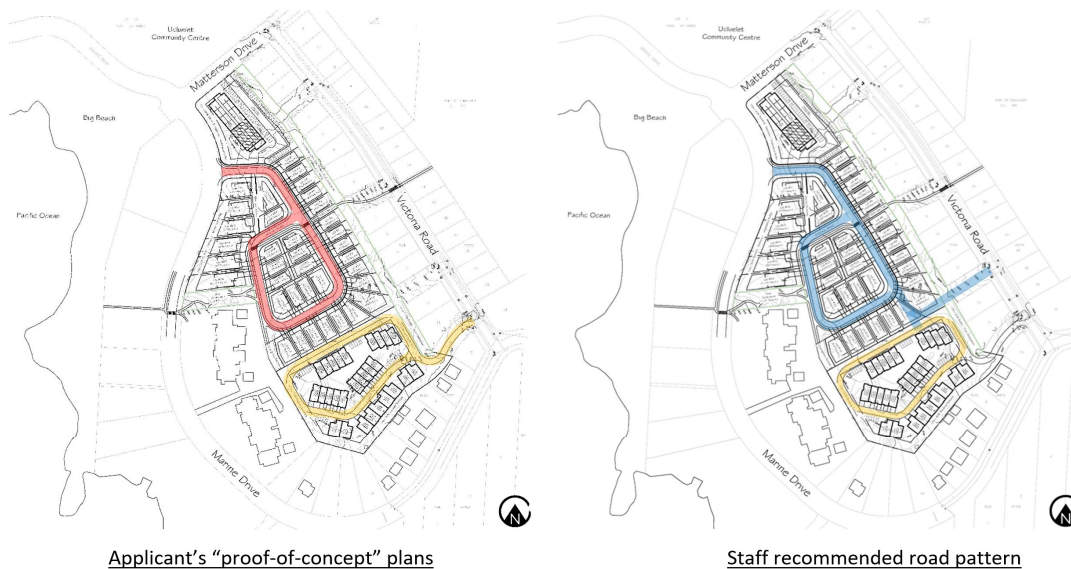


Figure 7 – Road access and circulation.

Staff are recommending that a better road pattern would connect the new public road through Lot 16 from the access on Marine Drive through to Victoria Road at another existing section of municipal road right-of-way 63m (200 ft) further north (highlighted in blue in **Figure 7**, above, and noted in recommendation 5(e) at the outset of this report). The connection to the townhouse strata would be from this new section of public road. This pattern of connecting the street through the site, rather than creating a pair of closed loops, has advantages for traffic flow, neighbourhood connectivity and emergency access. By moving the new intersection with Victoria Road further north away from Marine Drive, it would also avoid potential conflicts at the existing intersection.

The applicant has expressed that either approach would be acceptable and is not pushing for one option over the other.

The layout of new roads and underground utilities is engineered and reviewed as part of the subdivision process, and must fit with existing infrastructure and meet acceptable safety standards. Staff raise this issue because the location of new roads connecting to existing neighbourhoods tends to be a point of great interest, and any potential changes in traffic patterns can become a point of concern. Being transparent about the options at the outset, and the recommended approach to how this new neighbourhood could fit within the network of Ucluelet's streets, will allow the public to comment as part of the public process as this proposal moves forward.

4.6. Public amenities:

The applicant is proposing to contribute the following amenities with the proposed development:

4.6.1. *Park Space:*

The applicant is proposing to dedicate a 1,300m² park space with an ocean view. The proposed park is valuable real estate; the offer to create the park in this position for the public to be able to enjoy the views, and connect a pathway through the site allowing easy access to Big Beach, is of great community benefit. The park space would also act as a green break between "the Ridge" development and the proposed new single-family lots along Marine Drive.

Also proposed is a 10m treed buffer park space behind the existing Victoria Road residential properties (see Concept Plans). This greenbelt would provide separation between the back yards of existing residential properties and the back yards of the proposed new lots. The 10m vegetation buffer meets the intent of the 2006 amenity framework for the existing CD-2 zoning of Lot 16.

4.6.2. *Financial Contribution*

The applicant is proposing a financial contribution to the District of Ucluelet of \$1,000 per multi-family unit or single-family lot, which for the proposal presented would total \$112,000. As noted above, this contribution (or a portion), could be earmarked for outdoor recreation facilities. It could also be used to accelerate paydown of the municipal debt on the UCC, be put toward creating pedestrian improvements, etc.; this is a discretionary decision of Council on what would most benefit the community.

Proposed amenity contributions are difficult to compare between developments. One of the amenities promised in the original Big Beach Estates development was a new public swimming pool and fitness facility, which was to be privately owned and maintained. The details of how that would be viable were not worked out at the time. This is a new development and should be viewed in its current context.

It is a reasonable expectation that a development proposal should present a net benefit to the community. The provision of needed housing and desired green spaces are part of that equation.

The expense of the constructing the development should be covered by the developer. As the development process proceeds, confirmation of the extent to which the developer will cover the following costs should be confirmed:

- pathways, trails and landscaping not specifically mentioned in Ucluelet's subdivision servicing bylaw;

- park furniture or equipment (benches, play or recreation equipment, waste receptacles, signage, etc.);
- landscaping of boulevard and park spaces, and degree of finish (i.e, natural spaces vs. manicured).

These items also clearly benefit the development itself, but confirmation of the level of development of these public facilities would benefit the public review of the proposal.

4.6.3. *One Single-Family Residential Lot*

The applicant is proposing to transfer ownership to the District of Ucluelet one small serviced residential lot. The applicant estimates the value of this contribution at \$90,000 to \$100,000.

4.6.4. *Rental Housing Agreement*

Although not claimed as an amenity by the applicant, the creation of a rental tenure apartment building is clearly a sizeable benefit to the community. The applicant has stated that they will guarantee by covenant a rental-only tenure of the apartment property and that it will be the first phase of the development. Rental housing is one of the most critical needs in the Ucluelet housing spectrum.

The balance of all aspects of the development proposal should be weighed as a whole when considering whether the development presents a net public benefit to the community.

4.7. Services

The applicant has been in discussion with planning and public works staff, and the municipality's consulting engineering firm, to understand the servicing requirements. The developer needs to understand the connection between four things to have a clear picture of the viability of the project:

- i. the cost of off-site utility works (water and sewer) which would be necessary to serve the proposed development;
- ii. what portion (if any) of those works would overlap with charges due under the Development Cost Charge bylaw (and therefore reduce the total DCC's payable);
- iii. the total land and cash amenity contributions offered and accepted by Council as part of the rezoning; and,
- iv. the uses and densities which might be approved by the rezoning.

Based on a DCC Summary from the applicant's engineer, the applicant confirmed on January 13, 2021, that the amenity contribution being offered with the current application is as described above.

4.7.1. *Onsite Services*

Onsite services such as roads, storm drainage, pedestrian walkways and boulevards, water, sewer, hydro, and phone/data utilities will be required as part of any future subdivision.

4.7.2. *Offsite Services*

The offsite service considerations for this property are complex. The property currently does not have adequate water pressure to allow for appropriate fire protection. The current

downstream sewer system capacity could not accept the proposed densities. For this discussion we will break down the two main issues of water and sewer:

4.7.3. Water

The proposed development will not have the required fire flows and peak hour pressure with the existing in-ground infrastructure. A check valve installation at the intersection of Matterson Drive and Victoria Road and a watermain upgrade on Victoria Road are required to provide adequate water service for the proposed development.

4.7.4. Sewer

The Victoria Road pump station and the forcemain beyond are currently close to, if not at capacity. In order for the further development to proceed in this area, this station would need to be bypassed and the sewage volume from the Marine Drive pump station must be diverted and picked up at the newly installed gravity piping located on Otter Street, just off Peninsula Road. This project is called the Matterson Bypass, and is identified as a future project within the Sewer Master Plan.

Servicing costs:

To help facilitate this development the District's engineering consultant reviewed the Matterson Bypass project and created a Class 'D' estimate (with 30% contingency). On September 24, 2020, Koers Engineering submitted this Class 'D' estimate with an estimated total construction cost (excluding Engineering & GST) of \$725,000. This bypass would also leave a gravel path parallel to Matterson Drive that could be a safer pedestrian route if it were to be paved (rather than the current route that runs on the road shoulder).

As these the water and sewer servicing costs affect the viability of the proposed development, Planning Staff have worked with the developer to review whether or not these expenditures overlap projects within the Development Cost Charges (DCC) program and if so, how that affects the DCC's charged as the development builds out.

The District's engineering consultant was asked to review the Ucluelet DCC program, to confirm whether these projects align with the DCC project list. The following statement was submitted by Koers & Associates Engineering Ltd on November 16, 2020

"Water

If the Check Valve was installed at Matterson and Victoria, then the Matterson Pressure Zone Requirement would be satisfied and it could be removed from the DCC list. However the watermain improvement on Victoria is directly due to the development and shouldn't be considered a DCC.

Sanitary

The development requires the existing 150mm PVC forcemain to be extended to Otter Street. However this forcemain if constructed should be a 300mm via main to suit future growth in the District. The DCC noted funding for local station improvements and forcemains are essential to pump stations so we could loosely consider the forcemain as part of this project. It should be noted that the Matterson Road forcemain has been identified in the Sanitary Master Plan (300mm dia) with a Draft Report scheduled for the first week of December. An option for the District would be to consider funding the increase in cost of the pipe material between 300mm and 150mm dia. for the forcemain

as the excavation and surface restoration costs are similar for both pipe diameters. Alternately if the developer proceeds with a 150 mm dia. forcemain, the District should plan to install a duplicate main at a later date to meet future demands.”

The municipal solicitors were asked to confirm the legal framework by which DCC projects completed by a developer could be “credited” toward a development. Discussion with the applicant and the developer’s engineering consultant in December, 2020, confirmed that the following costs would advance the DCC program and would not be charged toward the development:

- *Watermain check valve estimated maximum water DCC credit available \$100,000.00*
- *Sanitary sewer extension estimated maximum sanitary DCC credit available \$489,000.00*

The above cost estimates can be confirmed by the District’s engineers as the project design is developed in more detail and class ‘A’ cost estimates are provided. The mechanism for tracking and ensuring the water and sewer servicing costs are “credited” when charging DCC’s on the various areas of the Lot 16 development will need to be clarified as the project proceeds, and prior to subdivision.

5. Time Requirements – Staff & Elected Officials:

Should this application proceed, staff time will be required to process the bylaw amendments (including giving notice of a Public Hearing), a Housing Agreement bylaw and covenant. Future DP and possibly DVP application(s) would also be seen by Council. Subsequent applications would be expected for subdivision and, ultimately, individual building permits.

Coordination and review of on- and off-site infrastructure would also involve both staff and the District’s consulting engineers as the development proceeds.

6. Financial Impacts:

The Development Cost Charges for the new development will be collected at the time of building permit issuance on a per unit basis for the multi-family portions, as set out in the municipal DCC bylaw. DCC’s would also be payable for the new single-family lots at the time the final subdivision approval is granted for each new lot.

Amenity contributions are discussed above. Off-site servicing costs would be borne by the developer. Some additional costs, for extra work to provide public improvements already identified by municipal infrastructure master plans, should be budgeted to align with the timing of the developer’s installation of infrastructure. Two notable items are:

- increasing the pipe size on the Matterson Bypass sewer forcemain (est. cost \$137,000). It would be cost effective for the District to pay for up-sizing the pipe to handle the entire future capacity of this line.
- additional design and paving costs to place an asphalt multi-use path atop the new sewer forcemain alignment parallel to Matterson Drive (est. cost \$100,000). This would provide the improved pedestrian and bicycle connection along Matterson envisioned as the “coast-to-coast connector” in the Parks and Opens Space master plan. The most cost-effective installation of the pathway would be if coordinated with the sewer line installation.

7. Policy or Legislative Impacts:

The development of Lot 16 for a mix of residential uses is consistent with Ucluelet's Official Community Plan. The draft zoning amendment bylaw presented with this report is being recommended for Council to consider to advance this significant proposal to a public hearing.

As discussed above, and noted in the options below, the applicant wishes to request additional height for the proposed apartment building and inclusion of additional short-term rental uses within the central portion of the new single-family lots. The options 6, 7 and 8 below have been crafted so that, should Council choose to support either of those requests by the applicant, the bylaw could be amended before being sent to a public hearing to gather public comment.

Should the application proceed, staff would also prepare a Housing Agreement bylaw for Council to consider to enable the rental apartment commitments to be secured prior to the apartment lot being finally approved.

Conclusion and OPTIONS:

The zoning amendment that is recommended strives to represent the best interests of the community with a residential focus on this key property while allowing for the densities contemplated in the applicant's concept plan. It is worth re-stating that this is a significant housing proposal for Ucluelet. The diversity of housing types being proposed for Lot 16 includes all of the following:

- rental apartments;
- ground-oriented townhomes;
- single-family homes on large lots;
- medium single-family homes on compact lots;
- small homes on small lots;
- secondary suites, and,
- detached accessory residential cottages.

Staff recommend that the zoning amendment bylaw prepared in response to this proposal receive first and second reading and be advanced to a public hearing to allow for community input, as laid out in the recommendations 1 through 5 at the outset of this report.

Alternatively, Council could consider the following:

6. prior to second reading (and in place of recommended motion #4, above), amend the draft Bylaw No. 1284, 2021, by inserting under text amendment C the following into the new text for site specific Other Regulations under R-3.8.1(1):
 - "c.) the maximum height is 16m (52 ft)";

or,

7. alternatively (also in place of recommended motion #4, above), amend the draft Bylaw No. 1284, 2021, as in recommendation #6 but also add the following to the restrictive covenant at the end of recommended motion #5:

“j.) despite the zoning of proposed Lot ‘A’, the maximum building height be limited to 11m (3 storeys) unless first approved by the District Council upon submission of detailed architectural plans”;

and/or,

8. prior to second reading, amend the draft Bylaw No. 1284, 2021, by inserting (under text amendment B) *Bed and Breakfast* into the list of permitted secondary uses in the new R-6 zone under R-6.1.1(2) specific to the area of Lot 16 Marine Drive as shown in Appendix B to the staff report of March 23, 2021;

or,

9. Council could provide alternative direction to the applicant and/or staff.

Respectfully submitted: Bruce Greig, Manager of Community Planning
John Towgood, Planner
Rick Geddes, Fire Chief
Warren Cannon, Superintendent of Public Works
Donna Monteith, Acting Chief Administrative Officer

Lot 16 Marine Drive Correspondence

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1. CORRESPONDENCE TO COUNCIL REGARDING LOT 16 MARINE DRIVE	
1.1 Correspondence received before the June 8, 2021 Public Hearing was closed	3 - 95
2021-05-31 Murray	
2021-06-01 Ayre	
2021-06-01 Pluegge	
2021-06-02 Ardent Properties The Ridge VIS4490	
2021-03-27 Poruchny	
2021-05-28 Andrea Marc	
2021-05-31 de Jong & Gauthier	
2021-06-04 Walton	
2021-06-06 Drake	
2021-06-06 Kite	
2021-06-06 Sargent	
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2021-06-07 Timmermans	
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2021-06-08 Overvelde	
2021-06-08 Poruchny	
2021-06-08 Robison	
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2021-06-08 Swann	
1.2 Correspondence received after the June 8, 2021 Public Hearing	97 - 106
2021-06-29 Gray	
2021-08-02 Turner	
2021-08-04 White	

From: [Deborah](#)
To: [Community Input Mailbox](#)
Subject: District of Ucluelet Proposed Zoning Amendment Bylaw no. 1284, 2021
Date: May 31, 2021 8:00:59 PM

[External]

To Whom it May Concern:

We are the owners and reside at Lot 6, District Lot 281, civic address 419 Marine Drive, and we believe this bylaw will affect our interests.

The 10m designated green space buffer zone provided for in the original bylaw 1160, 2013, has been removed in this proposal and as current property owners and residents we strongly object to this glaring omission.

The proposal seems to disregard this original and very important green space designation; the only space between existing homes and residences in this development proposal is now only referring to small setbacks from adjacent lot lines. This will result in noise, congestion and an overall detrimental change to Ucluelet's small village landscape, not to mention the strain on current infrastructure. Do tourists want to leave their cities to visit another city?

This proposal is more representative of dense housing found in a larger city and appears to primarily represent the developers interest by packing in as many units as possible. This is not why we or many of our neighbors choose to live here.

Thanks for the opportunity to make our submission.

Regards,
Deborah and Scott Murray
419 Marine Drive,
Ucluelet, B.C. V0R 3A0

Sent from [Mail](#) for Windows 10

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [mikebev_ayre](#)
To: [Community Input Mailbox](#)
Subject: Hearing Bylaw #1284, 2021 (Lot 16, Marine Dr)
Date: June 1, 2021 8:39:03 PM

[External]

As members of the Ucluelet community, we are encouraged to see further development of housing to cater to many family sizes.

Our one concern is with regards to the outdated pump station located on the corner of Marine and Victoria. This pump station is antiquated and currently breaks down at least twice a year, resulting in contaminated water being pumped into the creek that crosses our property (394 Marine Drive) as well as our 2 neighbours properties, and is then deposited into Little Beach Bay. If it is the intention that this pump station also be used for this new development, we would have a serious concern. The current pump station needs an upgrade in the very near future with the number of properties that it already services.

Michael and Beverley Ayre
394 Marine Drive

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [Sylvia Pluegge](#)
To: [Community Input Mailbox](#)
Subject: District of Ucluelet Zoning Bylaw No.1284, 2021
Date: June 1, 2021 12:20:24 PM

[External]

To Public Hearing June 8, 2021.

Hello,

Norbert and Sylvia Pluegge, we are the owners of 423 Marine Drive, Ucluelet BC.

Our property backs onto Lot 16 and the development that will be the Townhouses on Proposed Lot B, R-3.

Under your #3 subheading #(5) it says on proposed Lot B” the minimum “setbacks” for principal buildings from “external lot lines shall be 10m.

We think the setback of 10m is not wide enough and is too close to our property line. Can you please consider a much wider Setback and leave the trees and the shrubs in the 10m setback?

I would like to know how high and wide the buffer zone is, that is directly behind our property. I called the planning department last week and they could not answer that question. I was told that the property line is in the middle of that rise (buffer).

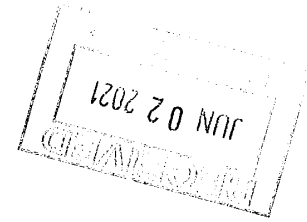
How many stories high, how tall, will the townhouses be?

Please consider a much wider setback from property line and the green space to ensure more privacy and quietness for the enjoyment of living there. The wildlife travels through there as well.

We love the quiet, peaceful and the serene green space environment behind us.

Thank you for taking the time to read this,
Sincerely,
Norbert and Sylvia Pluegge.

Correspondence received before the June 8, 2021 Public Hearing was close...



June 2, 2021

District of Ucluelet
PO Box 999
Ucluelet, BC V0R 3A0

Attention: Mayor Noel and Councilors Cole, Hoar, Kemp and McEwen

**RE: Marine Drive Lot 16 Public Hearing
District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021
The Ridge VIS 6275
515 & 545 Marine Drive, Ucluelet**

We write on behalf of the Council of Owners, Strata Plan VIS4490

The Strata Council of The Ridge wishes to provide their feedback on the proposed development plan for Lot 16 on Marine Drive.

The Council is supportive of the overall plan that would provide much needed family friendly and long-term rental housing. The dedication of greenspace buffers between the development and existing properties, such as The Ridge, are positive aspects of the plan. The inclusion of dedicated pedestrian paths to connect foot traffic from Lot 16 through the greenspaces to Marine Drive is a positive as well.

The Council would like to see the inclusion of a fence between The Ridge and the proposed development on the back (or east) side of The Ridge. This physical barrier would encourage foot traffic to use the dedicated pedestrian paths and reduce the incidents of "cutting" through.

We appreciate your consideration and look forward to further discussion.

Yours truly,
ARDENT Properties Inc.

A handwritten signature in cursive script, appearing to read 'Christine Brice'.

Christine Brice
Strata Manager

CB

371 Franklyn Street . Nanaimo BC . V9R 2X5 t. 250.753.0881 f. 250.753.5451

Correspondence received before the June 8, 2021 Public Hearing was closed. Feedback from:

From: [Nicole Morin](#)
To: [Nicole Morin](#)
Subject: FW: Lot 16 development
Date: March 29, 2021 10:06:38 AM

From: Destiny P [REDACTED]
Sent: March 27, 2021 2:36 PM
To: Info Ucluelet <info@ucluelet.ca>
Subject: Lot 16 development

Hi there,

I am a resident of Victoria Road and attended the council meeting on March 23rd, 2021 where the proposed development of Lot 16 was discussed.

I have many concerns with the proposal and was confused by the outcome of the meeting. Can you please clarify what the next step is for this development and whether you will be soliciting additional public input? I am very disappointed that public comments were not included in the appendix and felt that the summary provided only touched on a few concerns of the residents of Victoria Road. This is a massive development, which will have long lasting implications to the future vision of our neighborhood and the community plan of Ucluelet and I feel that there has been insufficient public engagement thus far.

Thank you for listening to my concerns. I look forward to hearing from you on what the next steps are and how I can make my voice heard.

Sincerely,
Destiny Poruchny
1449 Victoria Road

Correspondence received before the June 8, 2021 Public Hearing was close...

From: deepsnow@ndurf
To: Community Input Mailbox
Cc: Mauro Nady; Rachelle Cole; Jennifer Hoar; Lara Kemoy; Marilyn McEwan
Subject: LOT 16: District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021
Date: May 28, 2021 2:46:49 PM
Attachments: Screen Shot 2021-05-28 at 12:11:03 PM.png
 Screen Shot 2021-05-28 at 1:22:32 PM.png
 Big Beach CDZA zoning.pdf
 Open_House_PowerPoint.pdf

[External]
 To The Mayor, Council and District of Ucluelet

We are writing this in response to the development of Lot 16 as owners of property adjacent to said development (Lot D Marine Drive) We are not in opposition of this new development but rather welcome it as it will add a much need mix of housing for our growing town We do however have the following concerns:

1. SETBACKS

The CD-2 Zone - BIG BEACH (see attached) states that there must be a "10 metre vegetation buffer abutting all existing residential lots in abutting Zones in order to provide a buffer between existing homes and the development in this zone"

This was discussed at length in the Public Information Meeting with the development company (MacDonald Gray) at their Public Open House meeting December 7, 2018 In fact this was the number one concern by neighbouring residents along both Marine Drive and Victoria Road The documentation supplied by MacDonald Gray at this meeting also makes mention of retaining rear yard privacy for existing homes that are adjacent to the development (see attached)

Residential Townhomes

- Single Storey (or walk in level walk out basement where grades permit) patio style townhomes are shown along the bluff.
- These are 1,400sq.ft. ground floor master floor plates. The units are shown set back from the bluff to retain rear yard privacy for existing homes below



TOWNHOMES (Concept Only)
 Density: 20/ha (30 units total)
 Site Area: 14,826sq.m.
 Lot Coverage: 3,904sq.m. (26%)
 Floor Space: 4.617sq.m.
 Floor Area Ratio: 0.31
 Parking: 1.35 Spaces / Unit

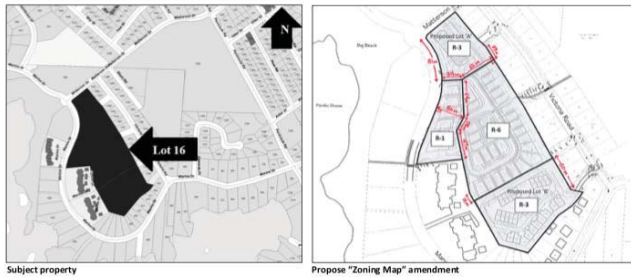
macdonald gray

This resident feedback over the green space buffer along BOTH Victoria Road and Marine Drive was brought to the District's attention in the zoom meeting on March 23, 2021 as it was not attached to any of the documents given to the District See March 23, 2021 Regular Council Meeting YouTube Video <https://www.youtube.com/watch?v=BE079B9QJWg> Time 51:00 where Councillor McEwan asks to see the Public Input Document from December 7, 2018 that was not included in the application

We want to make sure that this green space buffer along BOTH Victoria Road and Marine Drive is put into the language of the document to ensure that it will in fact be adhered to along ALL adjacent lots on Victoria and Marine Drive and not tallied up and added to a single parkland "wherever the topography allows" as Mr Gray says at Time 52:37

Throughout the zoom meeting of March 23, 2021 the mention of a 10m green buffer is exclusively talked about along Victoria Road with no mention of Marine Drive, even though it was voiced by BOTH Victoria Road and Marine Drive residents at the Public Open House meeting December 7, 2018 The lot map supplied in the Notice of Public Hearing document shows both a 10m buffer and a 7.5m setback for lots adjacent to Victoria Road, but only a 10m setback for lots along Marine Drive, and must be corrected

Correspondence received before the June 8, 2021 Public Hearing was close...



The wording of the Public Hearing Notice for Lot 16, makes no mention of a green space buffer either Rather the wording is as such:

on proposed Lot B the minimum setbacks for principal buildings from external lot lines shall be 10m

This wording allows the development to clear to their lot line as long as the "principal building" is built at a minimum of 10m from the external lot line, therefore eliminating any green buffer whatsoever Furthermore it could allow for an accessory building to be built within this 10m setback if that is not explicitly addressed in the language for the new zoning of Lot 16

As I am sure I speak for every adjacent neighbour of Lot 16, please ensure this 10m green buffer is maintained and enforced along BOTH Victoria Road and Marine Drive Adding the green buffer should be exclusive of the development's setbacks and not be the developments setback An increase in setback from 7.5m to 10m without any mention of green space is unacceptable This is by far the highest density development in Ucluelet and as such demands an adequate buffer if such density is to be approved

2. INFRASTRUCTURE

Another important matter for discussion that does not just pertain to Lot 16 but to all future development, is the timely infrastructure upgrades that will be required for the increase load these developments will have on our current Sewer, Water, Roads, Sidewalk etc Have these been addressed and planned for? We all know of our water issues but not many, myself included, are aware of any confirmed action plan and funding allocation to address its supply and clarity issues Some "clarity" and by-whens would be greatly appreciated from Council and The District

3. CARRIAGE HOUSE / PARKING

Great that the new R6 zoning in the inner-circle of lots only allows one bed & breakfast room and 1 too along with Mayer Noel applaud Mr Gray for using the following language: "owner occupied with secondary suite or bed & breakfast designation" However, it seems that allowing detached suites or carriage houses to such small lots seem counterintuitive Would this not be better suited to larger lots that would allow increased privacy both on each lot in question and adjacent lots? Also, this brings up the question of how do these small lots accommodate the off-street parking requirements stated in the Division 500 of the Zoning Bylaw? Let's say for argument a lot designated R6 is a 2 bedroom primary with a 1 bedroom carriage house - that could equate to 6 people that each have a vehicle With such small lot frontage in this area street parking will be at a premium and depending on the road width and sidewalk infrastructure built could provide for congestion and egress issues in the future

Thanks for your time and consideration of these issues
 We look forward to the development of Lot 16 and are excited for the new dynamic this will bring to our housing market
 Sincerely
 Andrea and Marc
 482 Marine Drive
 Lot D Marine Drive

Correspondence received before the June 8, 2021 Public Hearing was close...

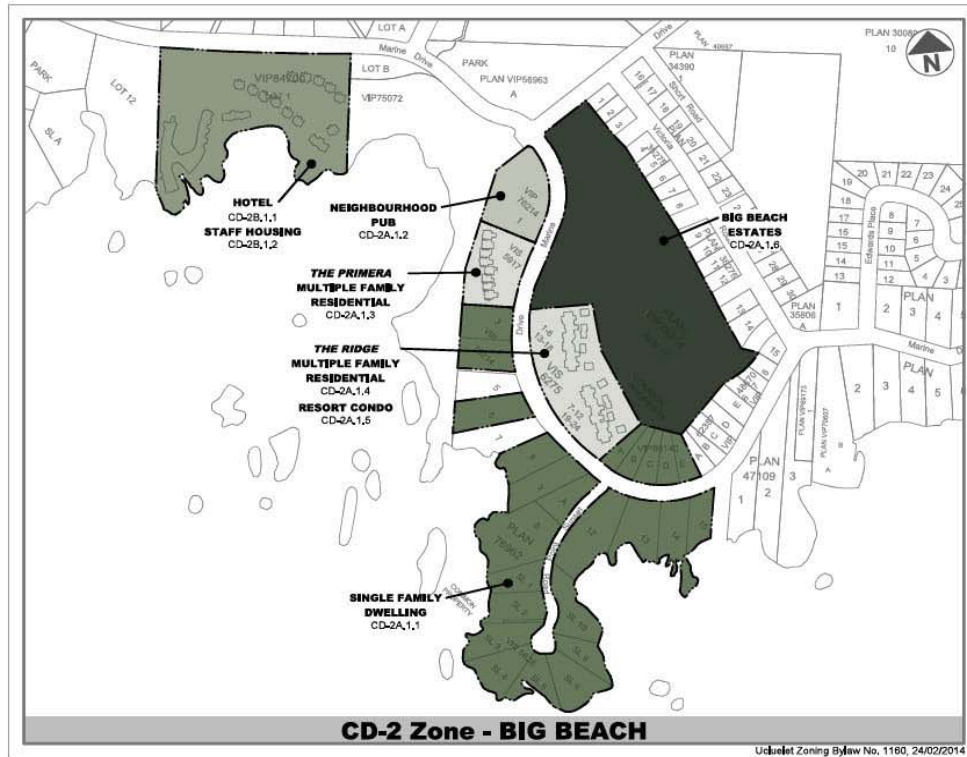
CD-2 Zone – BIG BEACH

In this Comprehensive Development Zone, the density bonusing framework is based on a 15 20% parkland dedication/ amenity contribution, which is to be in the form of

1. public recreational amenities, open space and green space;
2. new swimming pool and fitness facility, which will be privately owned and maintained;
3. 10 metre vegetation buffer abutting all existing residential lots in abutting Zones in order to provide a buffer between existing homes and the development in this zone.

2014 Update: The latter two amenities remain to be provided with the future development of Remainder Lot 16, labeled “Big Beach Estates” in plan and as further defined below, in the CD 2A SubZone. The amenities for the CD 2B SubZone have been accounted for, and the Black Rock Resort has largely developed this subarea. Descriptions for the SubZones follow.

Comprehensive Development (“CD-2 Zone”) Plan



CD-2A SubZone – DISTRICT LOT 281 (Lot 1)

2014 Update: Plan VIP76214 created 16 lots, and most of the development parcels as follows:

- Lot 1 is designated for neighbourhood pub use.
- Lot 2 was developed as multiple family residential only per Strata Plan VIS5917 (The Primera). In 2008, an owner was successful in its Court case against the original developer regarding representations suggesting tourist accommodation use was permitted but a related challenge of the Zoning Bylaw was unsuccessful. The Court upheld the District's zoning as multiple family residential use only, with no nightly rentals or other commercial tourist accommodation permitted on these lands or under the multiple family residential use category.
- Lots 5 and 7 were removed from the CD 2A Zone and placed in the Vacation Rental (VR 1) Zone, further to rezoning applications.
- Lot 11 was originally intended for a wellness centre but was subsequently rezoned and subdivided into single family dwelling lots.
- Lot 16 was the large lot created north of Marine Drive, labeled "Big Beach Estates". It remains only partially subdivided and developed:
 - Lot A, Plan VIP80735 created a lot for two buildings, The Ridge, which was stratified into 24 units per Strata Plan VIS6275.
 - Plan VIP86140 created 5 single family dwelling lots.
 - PID 025 812 823 Lot 16, Plan VIP76214 except that part in Plan VIP80735, VIP83067 and VIP86140 ("Remainder Lot 16") will support additional subdivision and development according to this zone, noting the **Big Beach Estates Master Plan** may require further consideration following requested alteration of uses and densities in rezonings subsequent to the preparation of that plan. Amenities are outstanding in this area, and are preferred to be accessed off Matterson Drive to create synergy with the Community Centre.
 - The maximum density for Multiple Family Residential use has been reached, through the 18 dwelling units in The Primera and 12 dwelling units in The Ridge.
 - With 12 Resort Condo units developed at The Ridge, up to 76 Resort Condo units may be provided on Remainder Lot 16, in addition to other uses noted below.

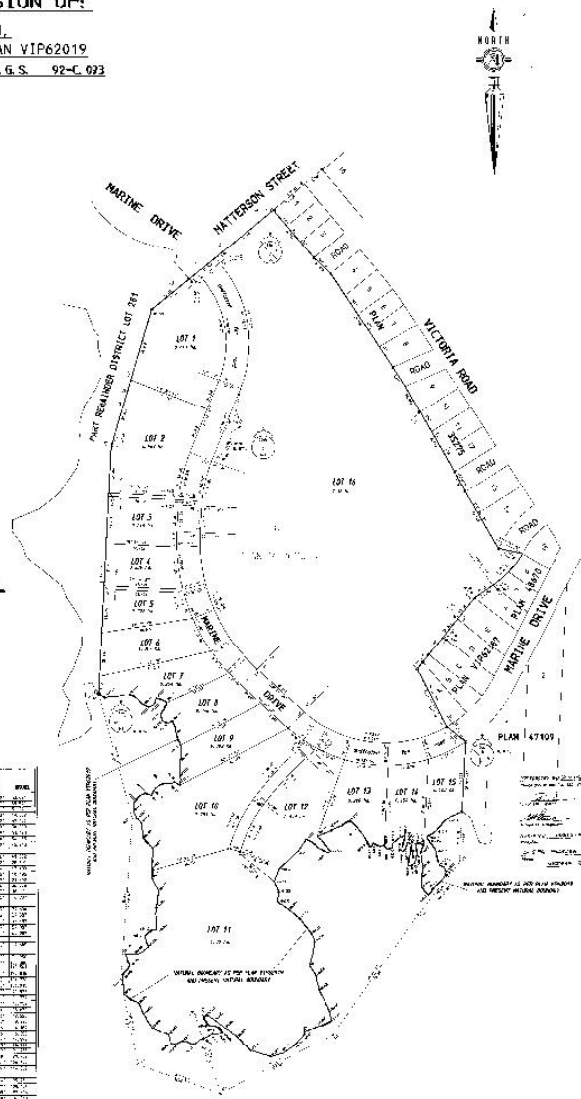
Subdivision Plan VIP76214:

PLAN OF SUBDIVISION OF:

LOT 1, DISTRICT LOT 281,
CLAYDQUOT DISTRICT, PLAN VIP62019
B. C. G. S. 92-C. 093

SCALE 1:1000

LEGEND



LOT NO.	AREA (SQ. M.)	PERCENTAGE	AREA (SQ. FT.)	PERCENTAGE
LOT 1	1,111.1	100.0	12,100.0	100.0
LOT 2	1,111.1	100.0	12,100.0	100.0
LOT 3	1,111.1	100.0	12,100.0	100.0
LOT 4	1,111.1	100.0	12,100.0	100.0
LOT 5	1,111.1	100.0	12,100.0	100.0
LOT 6	1,111.1	100.0	12,100.0	100.0
LOT 7	1,111.1	100.0	12,100.0	100.0
LOT 8	1,111.1	100.0	12,100.0	100.0
LOT 9	1,111.1	100.0	12,100.0	100.0
LOT 10	1,111.1	100.0	12,100.0	100.0
LOT 11	1,111.1	100.0	12,100.0	100.0
LOT 12	1,111.1	100.0	12,100.0	100.0
LOT 13	1,111.1	100.0	12,100.0	100.0
LOT 14	1,111.1	100.0	12,100.0	100.0
LOT 15	1,111.1	100.0	12,100.0	100.0
LOT 16	1,111.1	100.0	12,100.0	100.0
LOT 17	1,111.1	100.0	12,100.0	100.0

PLAN 147909

PLAN VIP 76214

APPROVED BY:

PROCESSED BY:

REVISIONS:

DATE:

Big Beach Estates Master Plan (per Zoning Amendment Bylaw 1045, 2006):



CD-2A.1 Permitted Uses:

CD 2A.1.1 The following uses are permitted on Lots 3, 4, 6, 8 15 Plan VIP76214 (and lots subdivided therefrom) and on Lots A E, Plan VIP86140, in the areas of the CD 2 Zone Plan labeled “Single Family Dwelling”, but *secondary permitted uses* are only permitted in conjunction with a *principal permitted use*:

- (1) Principal:
 - (a) *Single Family Dwelling*
- (2) Secondary:
 - (a) *Bed and Breakfast*
 - (b) *Home Occupation*
 - (c) *Secondary Suite*

CD 2A.1.2 The following uses are permitted on Lot 1, Plan VIP76214, , in the area of the CD 2 Zone Plan labeled “Neighbourhood Pub”, but *secondary*

permitted uses are only permitted in conjunction with a *principal permitted use*:

- (1) Principal:
 - (a) *Neighbourhood Pub*
- (2) Secondary:
 - (a) *Mixed Commercial/Residential*

CD 2A.1.3 The following uses are permitted on Strata Plan VIS5917, in the area of the CD 2 Zone Plan labeled "*The Primera Multiple Family Residential*", but *secondary permitted uses* are only permitted in conjunction with a *principal permitted use*:

- (1) Principal:
 - (a) *Multiple Family Residential*
- (2) Secondary:
 - (a) *Home Occupation*

CD 2A.1.4 The following uses are permitted on Strata Plan VIS6275, in the area of the CD 2 Zone Plan labeled "*The Ridge Multiple Family Residential / Resort Condo*", but *secondary permitted uses* are only permitted in conjunction with a *principal permitted use*:

- (1) Principal:
 - (a) *Multiple Family Residential*
- (2) Secondary:
 - (a) *Home Occupation*

CD 2A.1.5 The following uses are permitted on Strata Plan VIS6275, in the area of the CD 2 Zone Plan labeled "*The Ridge Multiple Family Residential / Resort Condo*", with no *secondary permitted uses*:

- (1) Principal:
 - (a) *Resort Condo*
- (2) Secondary: N/A

CD 2A.1.6 The following uses are permitted on *Remainder Lot 16* (and lots subdivided therefrom), , in the area of the CD 2 Zone Plan labeled "*Big Beach Estates*", not already developed per previous subsections, with no *secondary permitted uses*:

- (1) Principal:

- (a) *Resort Condo*
 - (b) *Retail*
 - (c) *Personal Services*
 - (d) *Recreational Services*
 - (e) *Community Use*
- (2) Secondary: N/A

CD-2A.2 Lot Regulations

CD 2A.2.1 Minimum Lot Size:

- (1) Single Family Dwelling:
 - (a) 1,000 m² (¼ acre) for 5 lots in Plan VIP86140
 - (b) 2,000 m² (½ acre) otherwise
- (2) Multiple Family Residential: 1,000 m² (¼ acre)
- (3) Resort Condo: 1,000 m² (¼ acre)
- (4) Neighbourhoob Pub with Mixed Commercial/Residential: 6,475 m² (1.6 acre)
- (5) Retail: 800 m² (8,600 ft²)
- (6) Personal Services: 800 m² (8,600 ft²)
- (7) Recreational Services 800 m² (8,600 ft²)
- (8) All other uses: N/A

CD 2A.2.2 Minimum Lot Frontage:

- (1) Single Family Dwelling: 18 m (60 ft)
- (2) Duplex Dwelling: 18 m (60 ft)
- (3) Multiple Family Residential: 23 m (75 ft)

CD 2A.2.3 Minimum Lot Width: N/A

CD 2A.2.4 Minimum Lot Depth: N/A

CD-2A.3 Density:

CD 2A.3.1 Maximum Number:

- (1) Single Family Dwelling: 1 per lot
- (2) Multiple Family Residential:
 - (a) 18 dwelling units on Strata Plan VIS5917 (*The Primera*)
 - (b) 12 dwelling units on Strata Plan VIS6275 (*The Ridge*)
- (3) Resort Condo:
 - (a) 12 dwelling units on Strata Plan VIS6275 (*The Ridge*)

(b) 76 dwelling units on Remainder Lot 16

(4) Neighbourhoob Pub with Mixed Commercial/Residential:

(a) Neighbourhoob Pub: 1,942 m² (20,900 ft²)

(b) Residential component of Mixed Commercial/Residential:

6 dwelling units with 487.5 m² (5,250 ft²) gross floor area combined, and each unit must not be less than 46.5 m² (500 ft²) gross floor area

(5) Retail, Personal Services & Commercial Recreation:

1,672 m² (18,000 ft²) combined total

(6) All other uses: N/A

CD 2A.3.2 Maximum Floor Area Ratio:

(1) Single Family Dwelling: 0.50

(2) Multiple Family Residential: 0.70

(3) Neighbourhoob Pub with Mixed Commercial/Residential: N/A

(4) All other uses 0.50

CD 2A.3.3 Maximum Lot Coverage:

(1) Single Family Dwelling: 35%

(2) Multiple Family Residential: 40%

(3) Neighbourhoob Pub with Mixed Commercial/Residential: 50%

(4) All other uses: 30%

CD-2A.4 Maximum Size (Gross Floor Area):

CD 2A.4.1 Principal Building: N/A

(1) Neighbourhoob Pub with Mixed Commercial/Residential:

(a) Neighbourhoob Pub: 1,942 m² (20,900 ft²)

(b) Residential component of Mixed Commercial/Residential:

6 dwelling units with 487.5 m² (5,250 ft²) gross floor area combined, limited to gross floor area above pub

(2) All other uses: N/A

CD 2A.4.2 Accessory Buildings:

(1) Single Family Dwelling: 60 m² (645 ft²) combined total per lot

(2) Multiple Family Residential: 60 m² (645 ft²) combined total per lot

(3) Neighbourhoob Pub with Mixed Commercial/ Residential: N/A

(4) All other uses: 80 m² (860 ft²) combined total per lot

CD-2A.5 Maximum Height:

CD 2A.5.1 Principal Buildings & Structures:

- (1) Single Family Dwelling: 9 m (30 ft) or 2 ½ storey
- (2) Multiple Family Residential: 12 m (39 ft) or 3 storey
- (3) Neighbourhoob Pub with Mixed Commercial / Residential: 11 m (36 ft)
- (4) All other uses: 11 m (36 ft)

CD 2A.5.2 Accessory Buildings & Structures: 5.5 m (18 ft)

CD-2A.6 Minimum Setbacks:

CD 2A.6.1 The following minimum setbacks apply, as measured from the *front lot line, rear lot line and side lot lines(s)*, respectively:

	(a) Front Yard Setback	(b) Rear Yard Setback	(c) Side Yard – Interior Setback	(d) Side Yard – Exterior Setback
(1) Single Family Dwelling – Lots less than 2,023 m ² (½ acre) in lot area:				
(i) Principal	7.5 m (25 ft)	6 m (20 ft)	1.5 m (5 ft)	5 m (16.5 ft)
(ii) Accessory	7.5 m (25 ft)	1.5 m (5 ft)	1.5 m (5 ft)	5 m (16.5 ft)
(2) Single Family Dwelling – Lots at least 2,023 m ² (½ acre) in lot area:				
(i) Principal	7.5 m (25 ft)	6 m (20 ft)	7.5 m (25 ft)	5 m (16.5 ft)
(ii) Accessory	7.5 m (25 ft)	1.5 m (5 ft)	1.5 m (5 ft)	5 m (16.5 ft)
(iii) In addition, for principal <i>building</i> , the <i>side yards</i> combined must not be less than 20% of the <i>lot width</i> .				
(3) Multiple Family Residential:				
(i) Principal	6 m (20 ft)	6 m (20 ft)	6 m (20 ft)	6 m (20 ft)
(ii) Accessory	7.5 m (25 ft)	1.5 m (5 ft)	1.5 m (5 ft)	5 m (16.5 ft)
(4) Neighbourhood Pub, Recreational Services or Community Use:				
(i) Principal	7.5 m (25 ft)	7.5 m (25 ft)	7.5 m (25 ft)	7.5 m (25 ft)
(ii) Accessory	7.5 m (25 ft)	1.5 m (5 ft)	1.5 m (5 ft)	5 m (16.5 ft)
(5) All other uses:				
(i) Principal	7.5 m (25 ft)	7.5 m (25 ft)	7.5 m (25 ft)	7.5 m (25 ft)
(ii) Accessory	8 m (26 ft)	1.5 m (5 ft)	7.5 m (25 ft)	7.5 m (25 ft)
(iii) In addition, 7.5 m minimum yard setback applies to all <i>lot lines</i> abutting a <i>single family dwelling</i> lot or <i>multiple family residential</i> lot or lot with a <i>principal residential</i> use.				



Correspondence received before the June 8, 2021 Public Hearing was close...

Lot 16
Public Open House

Friday, December 7th, 2018

macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Context



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

The Land Use Concept

- The Land Use Concept shown today is a 'proof of concept' generated for our due diligence to ensure that we can physically accommodate the uses and layout proposed.
- This plan has everything we felt there is a need for in Ucluelet with some adaptive planning frameworks applied.
- Building footprints are shown diagrammatically for the land use discussion.

macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

The Land Use Concept

- All sites would be subject to the Development Permit process, for which we could consider generating a new tailored Development Permit Area attached directly to the Zoning Bylaw
- This should be a good way to capture any land use related concerns expressed by the public - privacy, stepping the building masses back, buffering, etc.
- We expect that there will be thoughtful input from the public on their concerns related to the land use concept.

macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

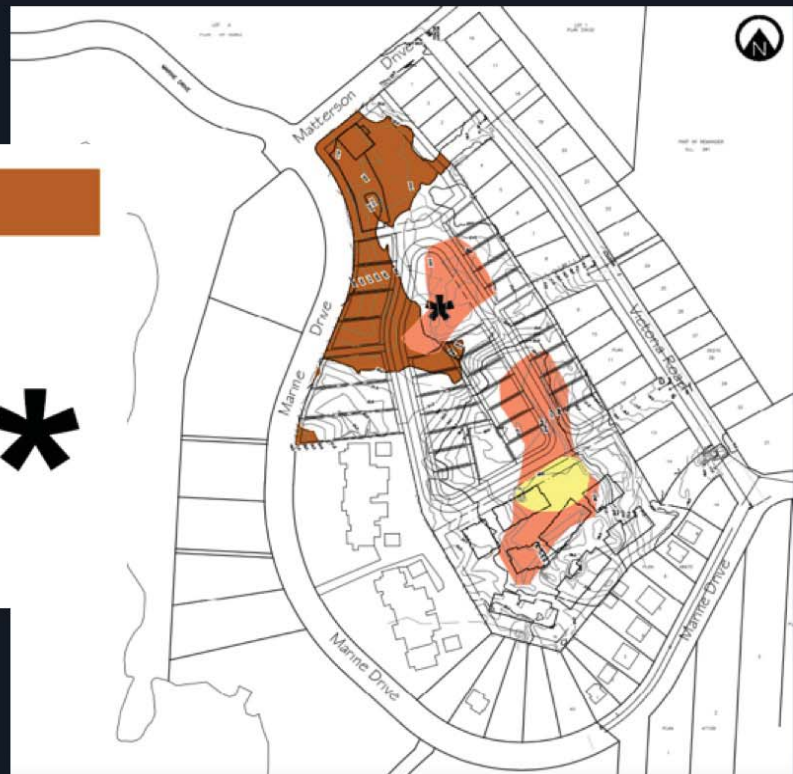
Constraints – Tsunami Hazard Areas

Tsunami Hazard Areas

It is estimated all land areas which are less than 20 metres above sea level could be affected by a tsunami. A tsunami triggered by a local earthquake could reach Ucluelet within 10 to 15 minutes.

Public Park / Rally Point

Emergency personnel will not have sufficient time to warn residents of the impending danger. Therefore it is critical residents are aware of immediate evacuation plans, which should consider evacuation routes to areas of high ground.



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Constraints – Areas of Significant Fill

Areas of Significant Fill

Significant deleterious fill materials, including but not limited to roots, logs, stumps, organic silt, sand, gravel, and boulders, were found in the majority of test pits, ranging in depth from 0.0m to 4.2m+. The maximum thickness of fill is undetermined in these areas.



macdonald gray

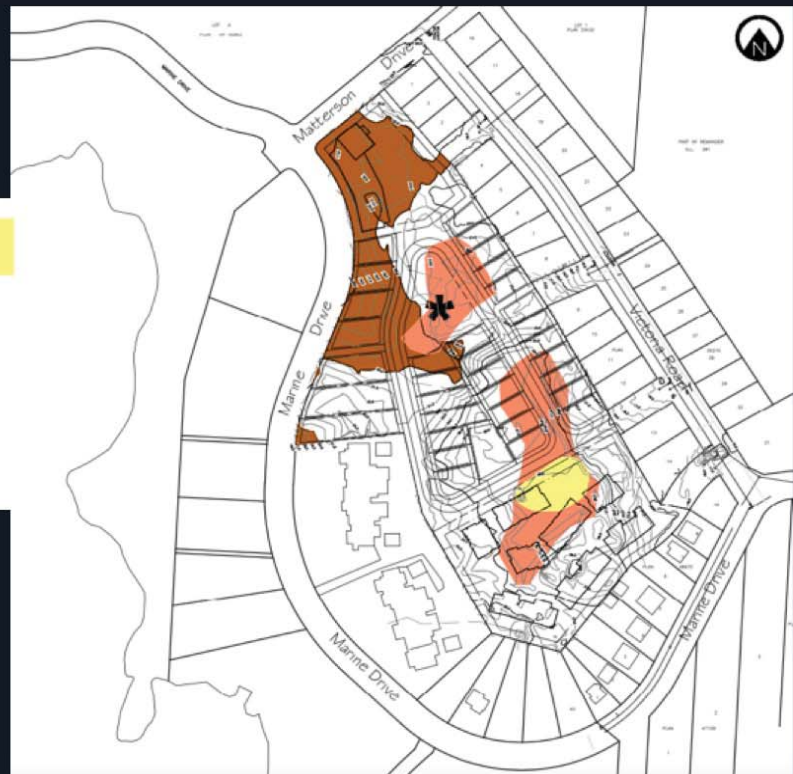
Correspondence received before the June 8, 2021 Public Hearing was close...

Constraints – Areas of Significant Fill

Known Archaeological Site

Provincial records indicate a previously recorded archaeological site DfSj-85 on the property. DfSj-85, consisting of two Culturally Modified Trees, is protected under the Heritage Conservation Act and must not be altered or damaged without a permit from the Archaeology Branch

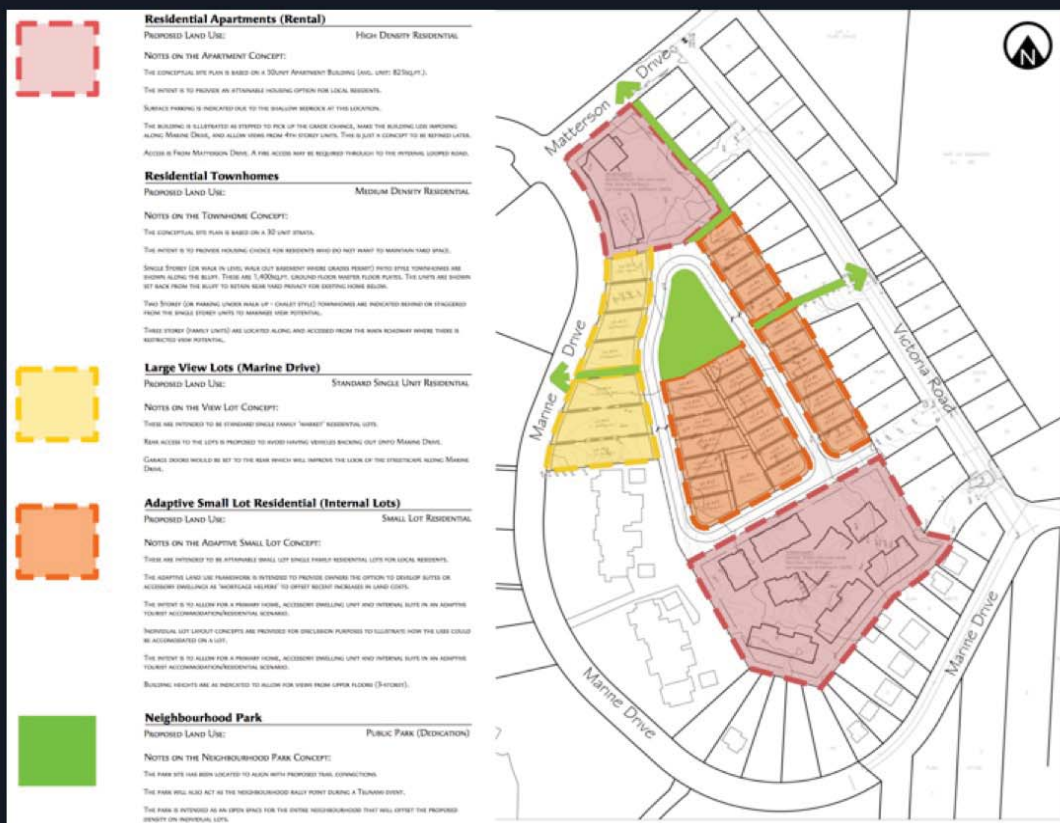
The site location has been cleared and subsequently filled in prior to 2005. Airphoto evidence and the geotechnical test pit at that location confirm same.



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Proposed Land Uses



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Residential Apartments (Rental)

- The intent is to provide an attainable housing option for local residents.
- The conceptual site plan is based on a 50unit Apartment Building (avg. unit: 825sq.ft.).



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Residential Apartments (Rental)

- Access is From Matterson Drive.
- A fire access may be required through to the internal looped road.
- Surface parking is indicated due to the shallow bedrock at this location.

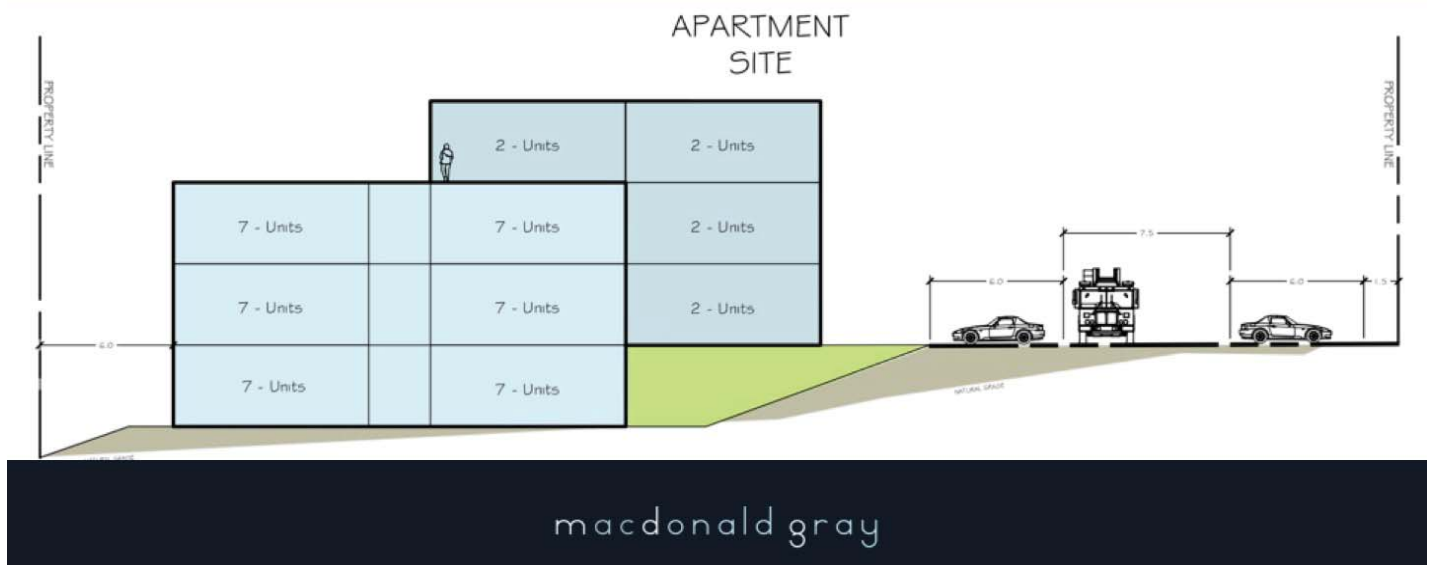


macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Residential Apartments (Rental)

- The building is illustrated as stepped to pick up the grade change, make the building less imposing along Marine Drive, and allow views from 4th storey units. This is just a concept to be refined later.



Correspondence received before the June 8, 2021 Public Hearing was close...

Residential Townhomes

- The intent is to provide housing choice for residents who do not want to maintain yard space.
- The conceptual site plan is based on a 30 unit strata.



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Residential Townhomes

- Single Storey (or walk in level walk out basement where grades permit) patio style townhomes are shown along the bluff.
- These are 1,400sq.ft. ground floor master floor plates. The units are shown set back from the bluff to retain rear yard privacy for existing homes below

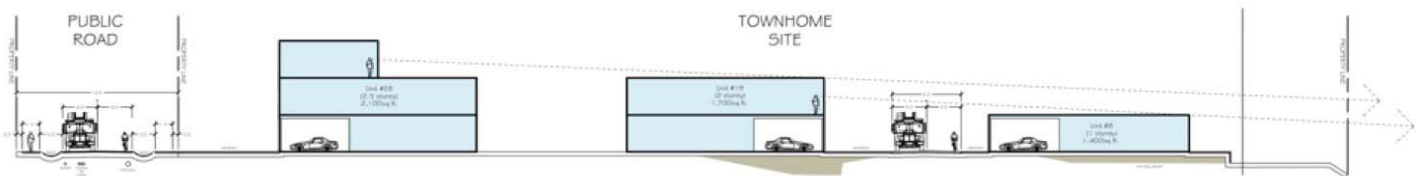


macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Residential Townhomes

- Two Storey (or parking under walk up - chalet style) townhomes are indicated behind or staggered from the single storey units to maximize view potential.



- Three storey (family units) are located along and accessed from the main roadway where there is restricted view potential.

macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Adaptive Small Lot Residential

- These are intended to be attainable small lot single family residential lots for local residents.
- The adaptive land use framework is intended to provide owners the option to develop suites or accessory dwellings as 'mortgage helpers' to offset recent increases in land costs.



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Adaptive Small Lot Residential

- The intent is to allow for a primary home, accessory dwelling unit and internal suite in an adaptive tourist accommodation/residential scenario.
- Individual lot layout concepts are provided for discussion purposes to illustrate how the uses could be accommodated on a lot.



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Adaptive Small Lot Residential

- The intent is to allow for a primary home, accessory dwelling unit and internal suite in an adaptive tourist accommodation/residential scenario.
- Building heights are as indicated to allow for views from upper floors (3-storey).



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Large View Lots (Marine Drive)

- These are intended to be standard single family 'market' residential lots.



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Large View Lots (Marine Drive)

- Rear access to the lots is proposed to avoid having vehicles backing out onto Marine Drive.
- Garage doors would be set to the rear which will improve the look of the streetscape along Marine Drive.



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Neighbourhood Park (Public)

- The park is intended as an open space for the entire neighbourhood that will offset the proposed density on individual lots.



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Neighbourhood Park (Public)

- The park site has been located to align with proposed trail connections.
- The park will also act as the neighbourhood rally point during a Tsunami event.



macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

Thank You!

*Please be sure to sign in and
fill out a comment sheet*

macdonald gray

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [Paula de Jong](#)
To: [Community Input Mailbox](#); [dominic.gauthier](#)
Subject: re: Amendment bylaw 1284, 2021
Date: May 31, 2021 8:24:33 PM

[External]

Hello,

We are property owners of 405 Marine Drive - Paula de Jong & Dominic Gauthier.

We want to submit our opposition to the proposed zoning changes to "lot 16". When we bought our home, we did extensive research on the plan for this lot, which is located directly behind our property. We recognize the need for affordable housing and support the original development which included less density, access off of Marine and Matterson as well as the 20m green space buffer.

We are concerned about the following impacts of the proposed changes:

- We are deeply concerned about the ecological damage caused by the decreased greenspace setbacks. Originally these were proposed to be 20m and should remain as a green belt to protect the wildlife, noise, privacy and sensitive ecological zones. We would like to see this area protected as an ecological corridor with no trails or roads.
- Road access off of Victoria drive - this is a quiet family-filled street that cannot handle the increased volume of traffic that would be demanded by 28 townhomes, 48 homes (with rental suites) The original proposal was for road access off Materson and marine drive, in which we support.
- Opposed to the level of density. The new zoning is a massive increase from the original proposal, which raised concerns about noise, light pollution, traffic, and damage to the environment.
- Excluding the min on site outdoor recreation space feels like you're trying to maximize the number of units without maintaining the greenspace and ecology that draws us all to the area.

While we support the development of affordable homes that are desperately needed for locals, we are concerned about the density, traffic, infrastructure, and impact on the environment that this zoning amendment is proposing.

Paula

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [Patricia Walton](#)
To: [Community Input Mailbox](#)
Cc: [Bob Walton](#)
Subject: Input for Bylaw No. 1284,2021
Date: June 4, 2021 9:00:05 AM

[External]

To Mayor and Council,

We have owned a home at 457 Marine Drive since 1990 and our property backs on to Lot 16. Although, we understand the need for housing in Ucluelet, we have concerns regarding this development that we would like addressed.

We are very concerned about the density of this development. The minimum setback of 10 metres between the property line of a single family home and a principle building in a high density development is not enough. In order to maintain the privacy and integrity in this established neighbourhood, we request that the minimum setback for a principle building be increased. Or, better yet, a green belt buffer zone provided.

It is our understanding that the Ucluelet fire department does not have the capability to deal with a 4 story apartment building and a build out of this high density. We feel the density needs to be reduced and setbacks increased for both safety and aesthetic reasons.

An outdoor area is essential for residents' health and safety. It is unconscionable in this day and age to not provide the minimum on-site outdoor recreation space required. Please do not exempt the lot from the minimum outdoor space required.

Finally, a development of this size will greatly increase traffic on existing roadways. It is unclear as to how this will be addressed. We ask that Council proceed thoughtfully and carefully with this application keeping in mind to balance the needs of existing residents and the community's need for long term housing.

Please maintain the wonderful and welcoming Ucluelet that we know!

Thank you

Pat and Bob Walton
457 Marine Drive
[REDACTED]

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [Alistair Drake](#)
To: [Community Input Mailbox](#)
Subject: District of Ucluelet Zoning Amendment bylaw No. 1284, 2021
Date: June 6, 2021 5:38:26 PM

[External]

Hey,

Alistair Drake here. I've been living at 1317 Victoria rd since 1998. I spent a good chunk of my childhood playing in the forest and wetland land behind my house, "Proposed Lot 16". There were so many frogs it was deafening at night. The salamanders, ducks, and wildlife were plentiful. Then in the early 2000's ukee sellout Elke Loof-Koehler filled in the wetland with "big plans" of housing and a swimming pool with no regard for the land. All the water from this now elevated wetland is in the green space between victoria rd and lot 16. This water is flooding the forest and our foundations on Victoria rd. Making the trees unstable and dangerous. My family has to clear the drains coming from "Lot 16" every few months to manage the water. I'm worried this development is only going to make things worse for our community and sensitive ecosystem. It's been painful watching the natural watershed and environment get destroyed by careless developers with only money in mind. This isn't ukee.

Thanks,
Alistair Drake,
1317 Victoria rd

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [Elke Kite](#)
To: [Community Input Mailbox](#)
Subject: District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021
Date: June 6, 2021 9:00:15 PM

[External]

Dear Mayor and Council of Ucluelet:

Thank you for the opportunity to provide input regarding the proposed development of Lot 16.

We are the owners of 392 Marine Drive located downstream from Lot 16 and we are glad to see more housing being made available, we do however have the following concerns:

Excess run off surface water

With the proposed higher density and reduced setbacks & greenspace we are concerned about excess run off surface water. This excess of water would drain into the ditch along Victoria Road, further into the natural creek that runs through our property and into the ocean. This may cause erosion and potentially endanger our driveway and adjacent properties.

How will the development address the excess surface water running into the creek or will the municipality be responsible?

Sewer pump station

As you know the sewer pump station on the corner of Victoria Road and Marine Drive periodically malfunctions and overflows into the creek and thus the ocean.

What extra infrastructure is being planned to deal with the extra sewer volume, and to save guard against future contamination of the creek?

We trust that all this has already been taken into account and we respectfully request access to the engineering and planning documents that are currently available.

Thank you for your time and consideration,

Andrew & Elke Kite

392 Marine Drive, Ucluelet

Correspondence received before the June 8, 2021 Public Hearing was close...

Re: District of Ucluelet Zoning Amendment Bylaw NO. 1284, 2021

June 06, 2021

Dear Mayor & Council,

Please accept this letter as my objection to this proposed bylaw amendment. I have reviewed the Staff Report to Council dated March 23, 2021 and did not note any proposed steps to address the water and drainage issues related to "Lot 16" that are a direct result of a previous developer ruining a wetland area by filling it with rock and who knows what else.

I was surprised to read that this filled in area may be an archaeological site. I would like to know more about that and what, if anything is being done to manage such a site.

Before any changes are made to the property or to bylaws related to it, I propose that the developer facilitate a hydrological study of the property and how it currently affects neighbouring properties. With that we can then discuss what remediations are needed and how these may impact the proposed green corridors and setbacks. I don't think 10 meters will be sufficient if the trees and vegetation need to be disturbed to address the flooding that the previous developer caused.

I am generally concerned about a pattern whereby developers come in with big ideas for important spaces in our community and for one reason or another, botch the job and leave an eyesore and/or a liability for neighbouring properties. 1914 Peninsula quickly comes to mind.

Other concerns I have about this proposed amendment, and the project itself, are related to parking, access and the setbacks/green corridors.

Parking: From what I have seen, these higher density developments tend to look good on paper, and in theory, but in practice, they quickly get overwhelmed with parked cars, boats, and other large toys. And that overwhelm tends to spill over into the surrounding community. I imagine that, if this project goes ahead as proposed, the parking lots a Big Beach and the community centre will get filled with vehicles from Lot 16. Evidence of this phenomenon can be seen daily at the parking area across from Forest Glen. Victoria Road will also see many more parked vehicles making what is now a relatively safe street (without sidewalks) for many local children and animals, more dangerous.

Access: I am not in favour of Lot 16 being accessed via Victoria Road as I believe this will make the road more dangerous due to an increase in vehicle traffic and the likelihood of more cars being parked on Victoria (as noted above). These changes will forever alter the neighbourly culture of this special road. Might it be an option to have the second access road integrated with the Ridge's access road off of Marine?

Setbacks/Green Corridors: We don't yet have enough information to know if a 10-meter setback from the Victoria Road properties will be sufficient for it's intended purpose (carried over from the last proposed development plan). The site preparations from the last go-around destroyed important animal habitat and has caused serious drainage issues. The necessary work to remediate this issue will likely alter the area currently proposed as a green corridor. Establishing what the sizes of these setbacks and areas are cannot be done until we know what those areas will look like post remediation.

Heather Sargent
1317 Victoria Road



Correspondence received before the June 8, 2021 Public Hearing was close...

From: [A & L Skihar Bethell](#)
To: [Community Input Mailbox](#)
Subject: Public Input regarding Lot 16 development proposal
Date: June 7, 2021 10:06:29 PM

[External]

To the Mayor, Council, and District of Ucluelet

RE: Marine Drive Lot 16 Public Hearing District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021 The Ridge VIS 6275 515 & 545 Marine Drive, Ucluelet

We are writing this in response to the development of Lot 16 as owners/residents of a property behind the development at 545 Marine Drive. After visiting the Ucluelet Tofino area since the early 1980's 4 years ago we decided to purchase in Ucluelet at The Ridge. In March 2021 we made the huge and exciting decision to move to Ucluelet full time. We moved here to enjoy nature and the intimate nature of the village and to become hopefully an active part of the community.

On many levels, we are in favour of the development proposed for Lot 16 to address the need for mixed housing as our community grows.

We do however have the following concerns.

1. The vegetation buffer zones.

We feel that it is imperative that the 10-meter vegetation buffer abutting all existing lots and along the full extent of Marine Drive must not be removed or decreased in size or built on between the homes and the development in this zone.

This buffer zone will ensure privacy for the existing homes in the neighbourhood and the new proposed development. It will also contribute to keeping the present ecosystems partially intact and allow various wildlife to continue using Lot 16 as a safe corridor.

2. Fence.

As owners and living full time in The Ridge complex, we are proposing that a fence be erected along the west end and rear (north side) of The Ridge property to ensure our property is not used as a pathway or "shortcut" to Big Beach or Marine Drive. This will help ensure the pathways to be built by the developers are used by the new development's residents.

3. Density/Parking of Lot 16.

Our other concern is the density of the development suggested for Lot 16. The number of houses, townhomes and an apartment building (surely needed - 4 stories seems to be tall given its location) on 12.7 acres is a large suburb in the small village of Ucluelet.

We understand the need for housing, but the density appears to lack thoughtfulness and appreciation for the Village of Ucluelet and dismisses the need for smaller-scale developments in addressing our current housing needs.

Correspondence received before the June 8, 2021 Public Hearing was close...

We would ask the council to request this development scale back in the number of structures in order to maintain more green space, appreciating and acknowledging the west coast village of Ucluelet.

4. Development aesthetic.

When we review the suggested development there does not appear to be any mention as to the architectural aesthetic that this development will follow. The relationship of the new development and community are integral to ensure an acknowledgment and appreciation for the surrounding environment and community it plans to join. With building costs skyrocketing (which could equal cost savings being sought by the developer leading to a finished product that may not be conducive to the villages look/feel) it is imperative that the village makes sure the aesthetic is fitting for the Village of Ucluelet and does not end up looking like a suburb that could be found anywhere. Uniqueness is part of this gorgeous area lets make sure we embrace that when building such large-scale projects.

We ask the council to request the aesthetic of the development be presented to ensure it acknowledges the west coast and the village of Ucluelet.

Sincerely Lance Bethell & Anita Skihar
545 Marine Drive

[REDACTED]

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Thank-you A&L

Correspondence received before the June 8, 2021 Public Hearing was close...

Laurie Bird
[REDACTED] 1547 Imperial Lane
Ucluelet, BC V0R 3A0

Re: District of Ucluelet Zoning Amendment Bylaw No. 1284, 2021

To the Ucluelet Council and Members of the Public

I have reviewed the proposal for the building proposal for the residential housing development on District Lot 281, Clayoquot District, Plan VIP76214 and the aforementioned zoning amendment associated with the proposals. I wish to voice my questions, concerns and comments and have them included in the public hearing on June 8.

Initially I will comment that I am in favour of adding additional rental properties, in the form of an apartment building, to the existing district housing options.

I have the following questions/concerns/comments regarding the aforementioned zoning document:

- Point #2 – *“adding a new zone, R-6 Zone – INFILL SINGLE FAMILY RESIDENTIAL...lots larger than 480 m2”*
 - I find this point is not well described/explained. 480 m2 is not a very large lot yet from what I read there may be an option for an additional rental ‘cottage’ or ‘suite’ on a lot this size or larger.
 - How many of that size lots are included in this development?
 - Given the significant number of proposed housing lots/townhouses and the apartment, additional ‘cottages and suites’ would significantly impact the density and traffic in the proposed development.
 - Would such suites/cottages be only for residential use, or would tourism activities be permitted? Such as Air B and B rentals which already significantly impact long-term rental options in town?

- Point #3 (1) (a) – *“the lot is exempt from the minimum on-site outdoor recreation space requirement for multiple family residential properties”*
 - Why would no assigned on-site outdoor rec space be an acceptable option for a multi-family build (apartment building)?
 - Apparently, there could be 48 families if the building is built to the maximum number of units. This could equate to a significant number of residents including children.
 - Is there the expectation that these residents will simply utilize our existing parks and playgrounds?

Correspondence received before the June 8, 2021 Public Hearing was close...

- I am concerned that the existing rec sites, particularly playgrounds, in town are already well used by residents and visitors. Many are in need of updated equipment, and residents already default to the school district playground sites given the District options and the distance between them – i.e. lack of accessibility particularly for foot traffic.
- I do not agree with this exemption.
- Point #3 (1) (c) – *“the maximum height is 16 m. (52 ft.)”*
 - Two questions in reference to this point
 - What does this 16 m. equate to in terms of floors/or stories in this proposed apartment building?
 - Does our fire department have equipment to adequately service a multi floored building of this height should there be a fire on the top floor?
- Point #3 (2) – *“On proposed Lot A the minimum setbacks for principal building from adjacent lot lines shall be 8 m from Matterson Drive, 10 m from Marine Drive, and 6 m from all other lot lines”.*
 - Why the differences in these setbacks?
 - In particular, why should an adjacent residential property have less of a setback? District residents in their own home are significantly more affected by an adjacent apartment building and should have at least the same setback as roads. Residents will have their privacy impacted, have to deal with increased noise, and people and vehicular traffic.
 - I do not agree with the setbacks as stated in this amendment.

Thank you.

Laurie Bird

Correspondence received before the June 8, 2021 Public Hearing was close...

June 6, 2021

District of Ucluelet

Via email to communityinput@ucluelet.ca

Re: Zoning Amendment Bylaw No. 1284, 2021 for Lot 16, District Lot 281, Clayoquot District, Plan VIP76214

We Calvin R Clark and Kimberley A Clark are the property owners and full time, year-round residents of 401 Marine Drive, Ucluelet, BC V0R 3A0. We are lifetime residents of Ucluelet and have been living in our home at this address since 1996, this is our primary and only home.

Please accept this letter as our official opposition to the proposed zoning changes to Lot 16. When we bought our property and built our home it was with the intention to live within a quiet neighbourhood in our beautiful village surrounded by neighbors that are friends with greenspace, nature and wildlife literally in our backyard. The original development of Lot 16 included less density, specifically less high density residential.

We have the following concerns about the impacts of the proposed changes:

The development proposals are high density more suited to large towns and not a small village. The development has decreased minimum setbacks, decreased greenspace, and in some areas, patios have been excluded from the setback requirements. Privacy of all neighbours should be a higher priority than currently proposed. We do not support any less than a 20 m greenspace setback in order to preserve the wildlife, privacy of residents, reduce noise and minimize ecological impacts.

We do not support the high-density R-3 townhomes proposed for Lot B that are directly behind our home. There are far too many units in a small area, located too close to neighbouring homes.

We do not support Road access from Victoria Road, this is a family filled street that cannot support the increased volume of traffic that this proposed development would incur. There currently are no sidewalks and we have many residents living on Victoria Road and surrounding areas travelling by bike, foot, skateboard and car along this corridor all while young children are playing and riding bikes and travelling to and from school.

We do not have the infrastructure in our water, sewer, roads or sidewalks to service a development of this size in this area. The sewer station on the corner of Marine Drive and Victoria Road is outdated and unable to service the current demand prior to any further development in the area.

Parking, how will extra vehicles on tiny lots, or attached to carriage homes, suites, or B&B's be accommodated?

We are concerned about the ecological impact on the area of development and how the surrounding neighbours will be impacted. How will the water run off be absorbed once the vegetation and trees are removed? In times of large volumes of rain, the existing drainage ditches and culverts cannot handle the runoff. The wildlife in the area will also be displaced. We currently have an active den for the local deer population in the greenspace behind our home that has been in existence for many years.

Correspondence received before the June 8, 2021 Public Hearing was close...

How will owner occupied units with rentals be enforced, do we currently have bylaw staff, or will more staff be required to enforce compliance?

The amenities do not outweigh the large-scale development proposed and the loss of community from a development of this scale. We should ask ourselves why the volume of development, and density within a single lot. Shouldn't the development be scattered among the community rather than focused in one area?

We hope to see a scaled back version of housing more suited to our community and Lot 16, prior to any approval of rezoning.

Thank you for your consideration.

Calvin and Kim Clark

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [Alistair Drake](#)
To: [Community Input Mailbox](#)
Subject: District of Ucluelet Zoning Bylaw No.1284, 2021
Date: June 6, 2021 9:07:51 PM

[External]

Hey,

Alistair drake from 1317 Victoria rd here. Just wanted to share a few pictures of the drainage issues between Victoria Rd and "Lot 16". This used to be a well draining gravel Rd with healthy forest on either side. Now it's a muddy mess of skunk cabbage and swamp grass. Keep in mind this is June 6th. There's pooling water in the forest, even with the ditch somewhat clear.

Thanks,
Alistair Drake,

Correspondence received before the June 8, 2021 Public Hearing was close...



Correspondence received before the June 8, 2021 Public Hearing was close...



Correspondence received before the June 8, 2021 Public Hearing was close.



Correspondence received before the June 8, 2021 Public Hearing was close.

From: [Holly LeFevre](#)
To: [Community Input Mailbox](#)
Cc: [Mayco Noël](#); [Rachelle Cole](#); [Jennifer Hoar](#); [Lara Kemps](#); [Marilyn McEwen](#)
Subject: Development of lot 16 Amendment Bylaw No.1284,2021
Date: June 7, 2021 10:44:00 PM

[External]

To the Mayor, Council and the District of Ucluelet,

We are writing in response to the proposed development of lot 16 as adjacent land owners of 489 Marine Drive.

We are opposed to the proposed changes in the setback of the development. As home owners who's property directly backs on to the proposed development we would like to see the 10 meter vegetation buffer as well as the additional setbacks maintained as laid out in the initial planning. Please ensure that all residential properties that are adjacent to the development are protected by the green space buffer.

We are additionally concerned about the demands to the water and sewer systems in our community. Infrastructure needs to be in place before a development of this size can be added to our already stressed and frankly, malfunctioning system. How will the new increased density of this neighbourhood and the additional load on the sewer and water systems be managed?

And last, the density of the neighbourhood and the proposal for detached carriage homes suggests that off road parking will be an issue for the residents of the neighbourhood. How will the parking, main house and carriage house all fit on the proposed small lots?

Thank you for your time and consideration of these issues.

Sincerely,

Holly and Jason LeFevre
489 Marine Drive

Correspondence received before the June 8, 2021 Public Hearing was close...

Dear Mayor and Council,

June 7, 2021

RE: Lot 16 public input

I would like to very briefly speak about the impact of the density at lot 16 on Big Beach Park. I am concerned that several hundred people living without private back yards and/or visiting these small lots will create a burden on Big Beach Park (imagine the beach fire problem alone). This density creates unsustainable numbers.

Private yards or shared green spaces for outdoor enjoyment are completely missing for a majority of the units on this proposal. Counting a thin path corridor and setback areas as park space does not create a playground, picnic area or neighbourhood space. The proposal speaks about a small contribution of cash to cover this lack of recreational space, but that does not create a place for that amenity to appear close to the high density development.

The apartment complex is greatly needed and I personally applaud that as urgently needed, but our desire for this should not overrule the density math. There will be plenty of sales income even with less lots. I would also like to see some sort of price indexing fixed to the townhome area so they do not still demand very high prices like units in Tofino have illustrated.

Developers will always press to maximize density and point to affordability of construction as an excuse to wave previously envisioned density and amenities. If affordability (not profit) is the driver, where are the guarantees of price control? Approving this density allows any future lot plan to infill every meter of space. Reducing that density with a request for interior park space would greatly reduce impacts to Big Beach and create a more livable community.

Lastly, parking should also be realistically counted on this proposal. Small lots and narrow roads force less than 2-car parking spaces per home, even for lots allowing B&B use. Where will all those extra cars go? I fear the community centre and Matterson Drive will be over-flow parking lots.

Again the apartment building is valuable, but the density is better suited to a city core than Ucluelet.

Sincerely, Barbara Schramm
1958 Bay Street

Correspondence received before the June 8, 2021 Public Hearing was close...

To: Ucluelet council:

Re: Bylaw No. 1284, 2021, Public hearing June 8, 2021

My understanding of how the development process works is that developers look at the zoning in place on a piece of property and submit plans, to the district planners, accordingly. District planners cannot deny or change what is deemed allowable, only our elected council has that 'power'. (Please correct me if I am wrong)

In regards to the Big Beach estates development, I urge council to reject portions of the plan due to the density proposed.

Concerns:

- we only see a draft, no actual development details
 - small lots, dwellings crammed together, reduced set backs
 - narrow roads, no street parking
 - B+B's allowed but no extra parking space included
 - no yards, therefore not kid friendly. Big Beach park will end up being the front and back yard area to go to for room to move. Yet more crowding and lack of usual space for locals.
 - small size does not translate into affordable. (view new cottages being erected across from senior centre, they are half the size of earlier units and just a costly!)
- How is the R-6 portion not another cottage development, definitely not a neighborhood I would want to live in or around.

In summary, I don't understand the density requested for this part of town, considering all the land available that is better suited and not within the 'heart' of our community. Why do we as a community have to approve such density, which is out of character for a vision of a livable community?

Non-concern: 3-storey rental apartment, great

Respectfully,
Pieter Timmermans, 1958 Bay Street

Just a note: the last time the district dealt with a numbered company on a large development, it did not end well for the community. No swimming pool!

Correspondence received before the June 8, 2021 Public Hearing was close...

Mike and Nicole Bray
1426 Victoria Road
Ucluelet, BC V0R 3A0

June 8, 2021

District of Ucluelet
PO Box 999
Ucluelet, BC V0R 3A0

Re: Lot 16 Marine Drive Development, Zoning Amendment Bylaw No. 1284, 2021

Council and Mayor:

Thank you for the opportunity to provide comments regarding the Lot 16 Marine Drive Development proposal and associated Zoning Amendment Bylaw No. 1284, 2021.

We would like to preface by stating that we are supportive of diverse housing developments for the community and growth of our town. We do, however, have concerns regarding the infrastructure and density of the Lot 16 Marine Drive Development proposal.

Our concerns for this large-scale development project increasingly grow as we hear of many changes and the lack of public engagement. We feel, and are hoping that, considering we are a week or so away from the COVID-19 gathering restriction to be lifted to allow us to gather in a non-virtual capacity that this hearing can be pushed until then so we may gain a better understanding of the proposed project and have an opportunity to discuss the following concerns:

- water/sewer capacities that could also amplify existing issues
- traffic congestion (Victoria Road is already a big issue)
- fire protection
- density of about 1/4 of Ucluelet's population on approximately 12 acres property
- being fluid with the design/look and height restrictions that everyone has abided by on the beautiful Marine Drive

As we stated at the beginning of this letter, we are not opposed to development but would like to see this pushed a few weeks so that the residents on Marine, Victoria and surrounding would be able to have representation in a non-virtual setting.

Sincerely,
Mike and Nicole

Correspondence received before the June 8, 2021 Public Hearing was close...

June 8, 2021

Dear Mayor and Council,

We are the owners and residents of Lot 28, District Lot 281, civic address 1328 Victoria Road and we have serious concerns that the development of Lot 16 will affect our interests.

We submit this written statement to show our strong opposition to the District of Ucluelet's proposed Zoning Amendment Bylaw No.1284, 2021. Our apprehensions as outlined in the following submission for the public record will show that our concerns stem from the density of the proposed R-6 Zone defined as the Infill Single Family Residential and the added traffic volume that will result from it. We are also very much opposed to the proposed access on Victoria Road that will serve this new community as it will add an enormous volume of traffic and noise disturbance to the small residential street.

First off, we'd like to commend Council for the effort they have made to ensure that some of the proposed development can/will address the growing need for family housing. We would ask that Council seriously reconsider the density of the proposed R-6 Zone. According to the March 23rd, 2021 Staff Report to Council *"The new R-6 Zone, and this proposed new neighborhood of lots, would be the first area in Ucluelet where accessory cottages are widely permitted... [T]he lot area regulations would ensure that not every lot could have a cottage-**at least one or two would be too small to permit that additional use**, ensuring that the mix includes some modest homes on compact lots without the addition of a rental unit."* So, in essence at least 28 lots out of 30 will have the option to build a primary residence, an Accessory Residential Dwelling Unit or secondary suite in addition to an accessory building on lots bigger than 480m². If the District admits that this proposed density is higher than any other existing single-family neighborhood in Ucluelet, then we ask Council to address one of the glaring concerns of adjacent homeowners on Victoria Road: anticipated traffic volume and disturbance to the existing neighborhood.

In Macdonald Gray's December 12, 2018 letter to John Towgood, a short meeting summary identifies the concerns that were brought to the developer's attention after the December 7th Public Meeting. The setback with existing properties and the access road on Victoria Road were two highlights from the meeting. The proponent claims that 1/3 of the comments from attendees indicated concern about the inclusion of Accessory Dwelling Units due to the "potential" traffic increases and infrastructure demand. Further to this, the letter claims that another ¼ of respondents were primarily focused on "potential" traffic increases and infrastructure demand. We were in attendance and provided feedback which has not been included in the record and as we understand, this is the case with other attendees. I have spoken to several neighbors and have heard each one express concern for the increased traffic that Victoria Road will undoubtedly see. It is not "potential" traffic; it is guaranteed traffic! Guaranteed traffic from the densest residential development in Ucluelet. We would suggest that the worry about traffic is not the concern of a quarter or even a third of residents but rather, **all that reside on Victoria Road**. Those numbers are not accurate and Macdonald Gray's failure to include all the attendees' feedback has likely skewed the reported level of concern expressed by the community for the proposed development.

Correspondence received before the June 8, 2021 Public Hearing was close...

Either way, we are disturbed that Victoria Road access is still being considered at all after hearing the community’s feedback and concerns. Victoria Road is a quiet residential street where almost half of all current residents have children under the age of 18 (9 out of 20 homes). We were especially disappointed to learn in the March 23, 2021 Staff Report to Council that Council itself had recommended a new access road as stated under Recommendations 5e: “*extension of the proposed new road to connect to Victoria Road in the general location as shown in Figure 7 of the staff report*” and further explained in Section 4.5 -Access and Circulation. The image below shows the two proposed road accesses.



So we ask, who’s idea was it to address the community concerns about traffic on Victoria Road by moving the developer’s proposed road location from the corner of Victoria Road/Marine Drive so that now vehicle traffic from both Lot B Townhomes and the Infill Single Family Residential R-6 Zone will spill out onto Victoria Road!? This is no way addresses these concerns but rather exacerbates the problem!

Given the proposed density of zones of Lot B Townhouses R-3 and R-6, this could amount to an enormous increase in the current traffic volume. We are talking about potential vehicular traffic from 56 “dwellings” in R-6 and who knows how many “dwellings” in the 28 units of R-3 Townhouse Zone. This is not sustainable and not safe for those of us living on Victoria Road. Has there been any consideration given to conducting a thorough traffic study? The volume of traffic coming from Lot B **and** R-6 zone will absolutely destroy the quiet charm and safe feel that residents currently enjoy. Victoria Road does not have the width to support the traffic, the sidewalks nor the lighting to keep pedestrians safe and the traffic controls to keep motorists in check. We would invite members of Council to spend some time studying the traffic use on Victoria Road before giving this anymore consideration. Come watch two full sized pick-up trucks share the road with a few kids on bikes and tell me you feel comfortable with this decision.

Correspondence received before the June 8, 2021 Public Hearing was close...

Full disclosure: the newly proposed road would be directly in front of our property, resulting in a tremendous loss of privacy and sense of safety for our family and our adjoining neighbors. This is not just another NIMBY argument, we don't wish this road intrusion and level of impact on any of our neighbors but if there needs to be a road access on Victoria Road it should be the one that the proponent suggested at the corner of Victoria Road and Marine Drive, and it should **only** service the Lot B townhouses with a closed loop. Similarly, the Infill Single Family Residential R-6 Zone should be serviced by the road access on Marine Drive as suggested by the developer and should also be a closed loop.

Nobody can deny that Marine Drive is much better suited to handle the actual volume and disturbance caused by this traffic. That said, has any consideration been given to extending the road that currently services The Ridge for access to the Lot B townhouses and/or the R-6 Zone? We've never seen a single child playing out front of The Ridge and for half the year they are sparsely occupied. **Again, Victoria Road is not a suitable access for this new development, and we think efforts need to be made to find a reasonable solution.**

Further to this, there is a possible financial burden to this proposed Victoria Road access plan. Would the \$112 000 Amenity Contribution from the developer cover the costs to upgrade Victoria Road? Would that be the burden of the taxpayer, much like the development and installation of ancillary sewage and water services as referred to in parts 4.7.3 and 4.7.4 of the March 23rd, 2021 Staff Report to Council?

Lastly, can we stop pretending like the developer is providing a net benefit to the community by committing to retaining a small strip of trees and calling it parkland? The 10m strip of vegetation that has been proposed along the property line should not be referred to as "park"; it is a minimum required setback, period. To insinuate that this is a "community benefit" is ridiculous. We appreciate the inclusion of the buffer (while it is not nearly wide enough), but please stop referring to it as anything more than a greenspace buffer. In the original plan there was a centrally located park in addition to a fitness center with a pool, those are community benefits. The new plan has moved the 1300m² park space to Marine Drive where its true purpose of creating a buffer between the expensive R-1 lots and The Ridge is obvious. No gym or pool in this new development proposal but rather, we are led to believe that the increased densification of Lot 16 should be seen as a community benefit.

We appreciate your time and attention in addressing the concerns identified by local residents and ask that Council seriously consider the impacts of the proposed development of Lot 16 on adjacent property owners and residents. This is a major development with the potential to increase the population of Ucluelet by several hundred people and their several hundred cars. The character of the surrounding neighborhood is at risk as is the health and safety of residents if concerns around density of Zone R-6 and road access from Victoria Road are not properly addressed.

Respectfully,

Michael Grandbois and Kate Metzger
1328 Victoria Road

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [lilia.sertic](#)
To: [Community Input Mailbox](#)
Subject: Victoria rd access
Date: June 8, 2021 4:04:10 PM

[External]

Hello Council

My name is Lilia Noël I live at [1302 Victoria Road](#).

When I review the OCP schedule “B” (Transportation Network) I am concerned with the use of Victoria Road as an entry into this development. In the Proposed OCP, Matterson Road is identified as a collector road.

When you are reviewing all aspects of this rezoning please take in account the peace of our neighbourhood with excessive traffic and years of construction equipment entering and exiting our street that we love to live on. I would encourage you all to look at entry ways into Lot 16 from Marine or Matterson only. Victoria Road will require a complete overhaul in order to keep the general public and our kids safe on this road. Currently there are No Sidewalks or parking on the road sides.

The Entry to and from Victoria Road to Lot 16 as proposed on a corner does not make sense to us. If you are not aware Victoria Road is not designed to take any more traffic than it is currently hosting. I personally would love to see speed bumps installed.

Secondly, We need the apartment building and would encourage you all to ensure that it is not held up with the rest of the development. Delays are costly to the community and the apartment building is needed let's make sure that there is an equal number of market based and affordable, in the calculation for rent.

Thirdly, Are locals that work and live in the community going to have first opportunity to purchase these properties.? Or at least a percentage of the lots? We as locals struggle to find building lots available for purchase. We have many examples of non locals buying homes for second Residents which will only increase with this development. Many locals may wish to upgrade to a new area and this would create some more housing stock.

Thank you for doing what you all do.

Lilia Noël

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [Christine Overvelde](#)
To: [Community Input Mailbox](#)
Subject: Zoning Bylaw Amendment 1284, 2021 - feedback
Date: June 8, 2021 4:19:46 PM

[External]

Just adding my 2 cents to the proposal for high density residential zoning between Marine Drive and Victoria Road -

I'm concerned for increased traffic in the neighbourhood. It's busy enough with much activity in this small area. Cars already go very fast along Marine Drive and more safety and care is needed - especially with the daycare nearby, community centre, skate-board park, bicyclists, pedestrians, and deer roaming in the streets! I only fear it would be worse - along with the overload of people going to Big Beach. If it's only residents, then hopefully some consideration will be taken. However, if it's more tourists who are oblivious to the community, then problems will surely arise.

I really don't think this is the right area for high density living. And, for all of us who have moved to Ucluelet for peace, quiet, and green space, then please develop a residential area for us - away from a cramped, urban-like setting.

I have not considered other matters yet but only thought of this obvious and current concern.

Sincerely,
Christine Overvelde
536 Marine Drive, Ucluelet

Correspondence received before the June 8, 2021 Public Hearing was close...

Dear Mayor and Council members,

Thank you for the opportunity to provide comments relating to Zoning Amendment Bylaw No. 1284, 2021.

As an eight-year resident of Victoria Road, I have always known that this vacant lot would be developed; however I did not anticipate the scale of what is being proposed. I think it is important to start off by highlighting the magnitude of what is being discussed today. As Mayor Noël said in the May 23rd Council meeting, the Lot 16 Housing Development is a "big topic for the community" and, in reference to the apartment building, the Staff Report to Council stated, "The building will become a landmark in the community and the overall height - and how the massing of the building is handled in the final design - will have a significant influence on the character of this corner of the community." This proposed 125-unit housing project has a density unlike this town has ever seen before in immediate proximity to Big Beach, the Community Center/Daycare and the quiet, established, residential neighborhoods along Victoria Road and Marine Drive. If you estimate 3 people per house (which is probably a conservative estimate when you include the accessory residential dwelling units permitted on some of the lots), this means approximately 375 people, or a 20% population increase, in this one-block development alone. The existing CD-2A zoning allows half of this density, or up to 76 resort condos. The proposed development will transform this community.

As someone who will be greatly impacted by this development, I am disappointed in the extent of public engagement in this process thus far, given the magnitude of this development. There was one public open house for this development almost 3 years ago. When Council passed the first and second readings at the Council meeting on March 23rd, public comments from this open house were not included in the package for review and, I feel that this was a lost opportunity for Council to address some of these concerns with the Developer. I think it is disappointing that Council would push this past the first and second readings and to a public hearing without reviewing public comments. This does not make me feel like public input matters. Furthermore, Council went against the recommendation in the March 23rd Staff Report to Council, and decided that the applicant would not need to apply for a Developer Variance Permit for the four-story building, which would have required a second public hearing once the architectural plans were submitted. This would have given the public the chance to visualize the impact of the development on this Matterson/Marine Drive corner and provide feedback. This process could have answered some outstanding questions and concerns, such as "Will there be balconies overlooking my backyard?" Instead Council chose to push forward the four-story bylaw change to be reviewed in this virtual public hearing alongside the other zoning changes. I now feel like we are commenting blind on this development. This is extremely concerning to me as someone who will be living in the shadow of this building. I did not anticipate that an apartment building as tall as the Black Rock would be towering over my backyard. How does a building of this size reflect Ucluelet's west coast and fishing village heritage? Is this the appropriate location for such a large building? Possibly seeing the architectural plans could put my mind at ease. I understand that a restrictive covenant will be placed on the title of the property prior to adoption of the zoning amendment bylaw proposed, such that Council alone will need to approve the final design. I wonder when and if the residents will get the opportunity to see these plans before it is approved.

Correspondence received before the June 8, 2021 Public Hearing was close...

One of the primary concerns outlined in the public comments from December 2018 was the lack of a buffer or a greenspace along all existing properties in the initial proposal shown in the public house. The existing CD-2A zoning had this buffer as a density bonusing amenity, alongside a new swimming pool and fitness facility, which would be privately owned and maintained. I am relieved that it is now proposed that this buffer is added as a restrictive covenant on the title of the property. That being said, I find it strange that this 10m buffer, alongside the rental component of the apartment building and a tiny park area, are considered suitable amenities for doubling the allowable density and that this justifies removing the requirement to give the community a pool and a fitness center in this development as was required in the current CD-2A zoning. I understand that there will also be \$1,000/door fee paid to the District, and a small serviced residential lot transferred to the District. I hope that Council can comment on how these amenities will be used for the benefit of the overall community. I know that the residents have been asking for a community pool and fitness center for a long time. Are these replacement amenities suitable for the scale of what is being proposed? Will the community have input into how these amenities are used?

Another concern brought up by Victoria Road residents, including the Mayor in his public comments, is the increase in traffic on Victoria Road. Victoria Road is a narrow street, with no sidewalks and ditches on both sides. You cannot currently have two cars pass each other alongside a pedestrian. Think about the increase in traffic on this street once a few hundred additional residents are using this to access their properties. I would love to understand how these concerns will be mitigated. I didn't see a plan for sidewalks along Victoria Road in Schedule C "Parks and Trails Network" in the 2020 draft OCP.

I am also concerned with the infrastructure upgrades required to service this population increase. Policy 4.1 in the 2020 draft OCP requires that developers pay for full servicing costs associated with growth and states that "the District should carefully evaluate the long-term financial operating costs before assuming responsibility for future infrastructure as a result of new development." Further, Objective 4G is to ensure that the costs of upgraded services are borne primarily by those who benefit. From what I understand, the obvious direct water and sewer upgrade costs will be passed on to Developer, but what about the overall impact of this growth on the less obvious things like the sewage lagoon, sidewalks, adequate fire protection for a four-story building and our water availability? Or on the schools, the post office and the grocery store? This development could result in significant population growth and this impact should be looked at holistically, especially when considered alongside other developments that are currently in progress.

Like many other communities across the country, we are in the midst of a housing crisis. At the current market rate, all houses are selling for prices far higher than is attainable by average working individuals and families and there is a lack of long-term rental housing. I understand that the proposed development provides a variety of different housing options and I believe that this is the driving force that is pushing this forward at an accelerated pace. If that is the justification, then why was the Housing Needs Assessment not completed prior to pushing forward a housing development of this scale? I am not clear the extent to which these rental units will even be in service of resolving the housing crisis. The top floors of the apartment building will have sweeping views of Big Beach and the Pacific Ocean which leads me to believe that the cost will be reflective of that. Does Council have any knowledge of the proposed rent of the apartments? The developer must have crunched the

Correspondence received before the June 8, 2021 Public Hearing was close...

numbers in order to determine that it was not viable to build a rental apartment building with less than 50 units, which is apparently why the four-stories are required in order to proceed. I think the developer should disclose this information for transparency in the type of rental housing provided. Buyers/renters looking for vacation homes also seek out apartments, townhouses and small lots. What proportion of this development do you think will be lived in by local residents? Without intervention from Council, I am concerned that these new townhouses, lots and apartments will be purchased and rented by out of towners, and run as vacation rentals, driving up house prices and providing little value to the housing situation in town. Without a bylaw officer(s) and an administrative system to ensure compliance, I am not clear how illegal rentals are enforced. Have the Mayor and Council considered long-term rental strategies to ensure that 30-day rentals are not considered long-term rentals? Or rental caps on these apartments, even if just on the first and second floor, to help ensure affordability for local residents? Or a requirement to rent to local residents? Will Council monitor/measure this at each stage of the development to ensure the housing development is achieving your desired outcome?

I would like Council to take into consideration Policy 3.143 "Rezoning applications involving more than 5 dwelling units shall provide a statement describing the affordable housing components achieved by the proposal" and Policy 3.134 "Ensure larger developments are required to provide affordable housing as a portion of each development phase" in the 2020 draft OCP when considering moving this development forward. These items do not seem in line with the current proposal for this Housing Development as I do not see any affordable housing component in this entire development. Rental does not equal affordable. Why is there not an affordable housing component in this Housing Development?

I think that it will be beneficial to the community to have more diverse housing options and agree that this is critically important; although I think that you can achieve this without the density proposed in Lot 16. The number one priority in the District of Ucluelet Strategic Plan is "Managing Growth and Maintaining Quality of Life". The plan specifically recognizes that "An increasing demand for housing and development driven by thriving tourism has the potential to diminish the character and liveability of our community...". I hope that Council can demonstrate the short- and long-term actions required to ensure that "Managing Growth and Maintaining Quality of Life" is maintained.

Thank you for your time and consideration.

Sincerely,
Destiny Poruchny & Andy Brillinger
1449 Victoria Road

Correspondence received before the June 8, 2021 Public Hearing was close...

Karla Robison
1435 Victoria Road, [REDACTED]
Ucluelet, BC V0R 3A0

June 8, 2021

District of Ucluelet
200 Main Street, PO Box 999
Ucluelet, BC V0R 3A0

Re: Lot 16 Marine Drive Development, Zoning Amendment Bylaw No. 1284, 2021

Council and Mayor:

Thank you for the opportunity to provide comments regarding the Lot 16 Marine Drive Development proposal and associated Zoning Amendment Bylaw No. 1284, 2021.

I would like to initially express that I'm supportive of diverse housing developments for the community. I do however have concerns regarding the sustainability of the Lot 16 Marine Drive Development proposal and its correlation with Ucluelet's Strategic Plan, particularly the plans number one priority to "Manage Growth and Maintain Quality of Life."

My apprehensions for this large-scale development project have partly transpired from a lack of public engagement and transparency from both the Developer and the District, for example:

- There has only been one public engagement session for this large-scale development project, which was close to three years ago;
- Lack of discussion and questions Council partook during the March 23rd, 2021 First and Second Reading;
- Council opted from having the Developer obtain a variance for the four-story apartment building, resulting in the shortfall of an additional public hearing (this was despite the March 23rd staff report recommendation); and
- In one-week, COVID-19 gathering restrictions will be lifted which will allow for gatherings in non-virtual settings for 50 people. Furthermore, a recent OCP petition was signed by approximately 10% of Ucluelet's residents in a short time frame outlining concerns of virtual public hearings, significant changes to the OCP, and large-scale development projects. I understand the public comments and concerns expressed at the May 13th, 2021 OCP Public Hearing have not been responded to by Council.

Considering some of my questions and concerns have not been raised, partly due to the points identified above, I will attempt to express my apprehensions in this correspondence. I would also like to note that I found the First and Second Reading during the March 23rd, 2021 Council meeting perplexing. This resulted in further lack of clarity regarding next steps for this development proposal, as well as concerns with some of the resulting outcomes from this meeting. Furthermore, I was surprised that residents' comments from the 2018 public meeting were not included in the March 23rd, 2021 Council report. The points below are intended to summarize some of these concerns. I recognize the length and details of this letter may be extensive to some, but I feel this may be the only opportunity to express my apprehensions.

1

Correspondence received before the June 8, 2021 Public Hearing was close...

Lot 16 Marine Drive Development Concerns

1) The Lot 16 Marine Drive Development has the potential to be the largest development project the community of Ucluelet has ever undergone, which may have long lasting implications to the future vision of the community, in particular the neighborhoods on the west side of Ucluelet. I'm concerned how the design of the development, particularly the four-story apartment building will reflect Ucluelet's west coast and fishing village heritage, as well as how the development will fit within the neighbourhood context and align with Ucluelet's Strategic Plan.

2) The density of the proposed development is extremely ambitious. I am unclear as to why the District is interested in maximizing the density of this small region to a third of Ucluelet's current population. It is also unclear as to how the Developer plans to fit so many homes and adequate parking spaces into this area. If I understand correctly, 125 units, plus potential carriage homes, could be extrapolated to three or four people per household resulting in upwards of 500 people or more in a 12.7-acre parcel. This would result in an approximate 25% population increase. When I compare this to the current CD-2A zoning of 76 resort condos or half the density, I have to ponder if all issues and impacts resulting from this very high-density proposal have been considered.

I feel this level density would pose public safety issues (e.g., accessibility for fire trucks and lack of an aerial apparatus), increase the demand on the community's water and sewer infrastructure, and result in a loss of sensitive and valuable environmental features and ecological functions. I have outlined additional density considerations below.

- A. I understand the applicant will only be required to have parking as per the Zoning Bylaw No. 1160 for any aspect of the proposed development and that no variances to the parking requirements are being proposed.
 - ⇒ Will there be sufficient parking space for all residents (i.e., up to two or three parking spaces per household)? Or where will additional parking be allocated for families that have multiple vehicles and visitors (i.e., will parking occur at the Community Centre, Big Beach parking lot, along Victoria Road and Marine Drive, etc.)?
 - ⇒ I understand the Ridge currently has parking woes during the busy summer months.
- B. Will traffic congestion and road capacity concerns, as well as safety of design and modification of new streets, sidewalks, and pathways be implemented?
 - ⇒ Matterson Drive, Victoria Road and Marine Drive already have congestion issues, particularly during the busy summer season due to activity at Big Beach and the Wild Pacific Trail, Community Centre and Day Care, skatepark, basketball court, and as a main transportation route to Black Rock resort.
- C. Will the prioritization of pedestrian improvements be implemented to provide safe routes to the schools and to the Community Centre, as well as pedestrian and cycling improvements and safety considerations along Matterson Drive, Marine Drive and Victoria Road, as outlined in the 2020 Draft OCP Schedule B: Transportation Network?
 - ⇒ Victoria Road currently does not have sidewalks and is a narrow street where vehicles tend to speed on. This road can also have high volumes of traffic. The parking congestion around the skatepark and basketball court tends to have drivers enter into the opposing lane, and traffic congestion and speeding occurs on Matterson Drive.
- D. Will updated Subdivision and Development Servicing Standards bylaw or best practices consider low impact design principles and require the construction of appropriate vehicle, pedestrian and

- bicycle facilities, and will there be consideration for low-impact development road retrofits and street standards to prioritize pedestrians and cycling, as outlined in the 2020 Draft OCP?
- E. Will low-impact design principles be implemented, such as: *limited areas of impermeability, open drainage, high retention and replacement of natural vegetation, drought resistant landscaping, slow traffic speeds, pedestrian and cyclist connectivity, end-of-trip facilities, site and lot grading which follows existing topography, environmental protection and enhancement, and wide natural buffers and retention of significant natural features*, as outlined in the 2020 Draft OCP?
 - F. Will high-efficiency buildings be implemented (e.g., leading edge energy technologies and renewable energy systems), with an aim to implement the provincial Step Code to raise the bar on energy efficiency, as well as electric vehicle charging stations, as outlined in the 2020 Draft OCP.
 - G. Will the regulation and enforcement for short-term rentals be implemented (i.e., municipal bylaw enforcement policy to clearly communicate expectations and priorities for the monitoring and enforcement of bylaws to ensure community health, safety, wellbeing and positive visitor experience, and for a regular review to reduce situations of conflict and nuisance), as outlined in the 2020 Draft OCP?
 - H. Will seismic design requirements be implemented for multi-story buildings and BC Building Code guidelines, as outlined in the 2020 Draft OCP?
 - I. Will the District ensure all municipal standards, pertaining to land use and buildings within the development, be met in order to lower risks to the community, protect the environment and ensure the safety of first responders, as outlined in the 2020 Draft OCP?

Lastly, in regards to density, I would like to see other examples of where this magnitude of density and small lot design has been successful for other rural communities. The only examples that come to mind, that may be potentially similar to the proposed density, is the neighbourhood known as “vinyl village” in Tofino or mobile home parks, both of which I do not feel fit into the charter of Ucluelet, especially in the Marine Drive neighbourhood. I would also like to learn of Nored Developments previous project experience relating to Lot 16.

3) When I purchased my home on Victoria Road in 2007, it was my understanding there was a 20 m green space buffer behind my house and Big Beach Estates. I recognize the most recent zoning bylaw outlines this greenspace as 10 m. I understand the 10 m greenspace behind Victoria Road is now being presented as park or a cost amenity to the community. I’m confused as to why because this 10 m greenspace was already in place.

I strongly feel that additional greenspace is required for this proposal, and that the protection of old growth trees and other large coniferous trees should be a requirement, as well as habitat protection for wildlife such as amphibians, reptiles, mammals and birds that utilize this greenspace as habitat and as a movement corridor. I also feel that any remaining greenspaces should not have trail networks incorporated into them to help ensure some flora and fauna is left for wildlife.

The *Zoning Amendment Application: Planning Framework* does not outline the mitigation measures that will be put in place to protect sensitive and valuable environmental features, and the disruption of ecological functions for this area, as well as the potential protection for archeological and cultural sites and features.

4) It is imperative that taxpayers understand the costs and changes resulting from this proposal.

The Developers Community Amenity Contribution¹ (CACs) and Development Cost Charges (DCCs)² seem to be deficient. Furthermore, it does not appear Council has considered density bonusing³. Additional comments and questions regarding costs and charges resulting from this proposal are outlined below.

- The fairness of the loss of a privately owned swimming pool and fitness centre for an apartment building and a 1,300 square meter park. I understand the swimming pool and fitness centre cost amenities could have been enjoyed by both residents and visitors, and would amount to 15-20% parkland dedication or amenity.
- The fairness of a financial contribution of \$1,000 / per door (total \$112,000), plus a small lot to the District.
- The ambiguity of who (Developer or District or tax payers) will pay the approximate \$100,000+ upgrade for the water and sewer pump stations, and approximate \$489,000 for sanitary sewer extensions, as well as any other costs associated costs with water and sewer upgrades.
- A better understanding of how the proposed development and associated density will affect the current infrastructure systems, such as the community water supply, sewage lagoon and roadway structures.
- What other CACs and DCCs should be considered (e.g., contribution towards a ladder truck to service a four-story apartment building)?
- Can the DCC calculations be shared with the public?
- It does not seem adequate that the 10 m greenspace behind Victoria Road should be allocated as a cost amenity contribution.
- Lastly, how do the current proposed amenities benefit the entire community? I foresee all residents being directly or indirectly impacted by this proposed development?

I support OCP Policy 4.1 that requires that developers pay for full servicing costs and that "the District should carefully evaluate the long-term financial operating costs before assuming responsibility for future infrastructure as a result of the development." Further, Objective 4G is to ensure that the costs of upgraded services are bore primarily by those who benefit.

I understand that Lot 16 is only one of many developments currently underway and proposed in our community. With these new developments, there will be additional pressure on our water and sewer

¹ In-kind or cash contributions. <https://www2.gov.bc.ca/gov/content/governments/local-governments/planning-land-use/land-use-regulation/zoning-bylaws/density-bonusing-amenities>

² "DCCs are generally determined by dividing the net capital infrastructure costs attributable to new development over a certain time period, by the corresponding number of projected development units (or area) that will be developed in that same time period. DCC calculations typically coincide with the Financial Plans. DCCs are commonly imposed on a range of land uses, including both residential and non-residential."
https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/finance/dcc_best_practice_guide_2005.pdf.

³ "Sometimes referred to as bonusing or floor area relaxations, is used as a zoning tool that permits developers to build additional floor area, in exchange for amenities and affordable housing needed by the community."
<https://vancouver.ca/home-property-development/density-bonusing.aspx#:~:text=Density%20bonusing%2C%20sometimes%20referred%20to,housing%20needed%20by%20the%20community.>

infrastructure, and as tax payer, I do not want to be subject to increased taxes to supplement infrastructure upgrades due to these development projects.

5) Council opted from having the developer obtain a variance for the four-story apartment building, resulting in the shortfall of a public hearing. This decision was made despite the following factors:

- The Planner noted in the report that "the building will become a landmark in the community and the overall height - and how the massing of the building is handled in the final design - will have a significant influence on the character of this corner of the community;"
- Councillor Kemps expressed the need for an aerial fire truck in order to reach the proposed height of the proposed new apartment building;
- The Fire Chief outlined the requirement of an aerial apparatus for a four-story building; and
- It was noted that this was a "big ticket item" by the Mayor and both Councillor Hoar, and the Mayor remarked they would like to see a third-party report on this.

For Council to decide that this decision should not be put out to the public separately, despite staff's recommendation for the Developer to apply for a development variance permit, was extremely concerning and further exemplifies concerns over a lack of public engagement.

Furthermore, I would like to emphasise the point made by Chief Gillies regarding the community reaching the three to four story building threshold, thus resulting in the need for an aerial apparatus should an additional four-story building be developed in Ucluelet. I recall when I worked for the municipality as the Emergency Service Manager, and when I helped to procure the newest fire truck, an aerial truck was not an option because this apparatus would not fit into the current fire hall. Furthermore, I recall a ladder truck being a large expense that the District was not willing to procure. I therefore ask, how the District plans to manage the additional proposed story for the apartment building; therefore, will residents taxes increase to pay for a new fire hall and ladder truck? Or how does the District plan to supersede this fire protection public safety measure? I would also like to see a Fire Protection Risk Assessment and Plan to outline how the District can adequately service this very high density residential area to ensure public safety.

6) The proposed development provides a variety of different housing options; however, it is unclear if the units will help resolve the current housing crisis or whether they will be unattainable to the working class. Currently, the development is being touted for the views, which presents concerns that housing cost will be reflective of this. I would like to obtain a definition of what is "attainable" housing. I would also like to learn if has Council has considered the following for the Housing Agreement between the Developer and the District: rental caps for the apartment building to help ensure attainability for local residents, and a process to ensure 30-day stays are not considered long-term rentals?

In my opinion, I foresee the small lots and dwellings posing a challenge for families to reside in due to lack of space. I therefore anticipate that some of these smaller dwellings will become vacation cabins, which in turn could be shared by family and friends resulting in a potential short-term rental situation.

I understand that OCP Policy 3.143 "Rezoning applications involving more than 5 dwelling units shall provide a statement describing the affordable housing components achieved by the proposal" and Policy 3.134 "Ensure larger developments are required to provide affordable housing as a portion of each development phase." These policy statements do not seem in line with the current proposal, and as I understand, rental does not equal affordable or attainable.

7) Additional comments and questions

- I would like to see a Housing Needs Assessment conducted which takes into consideration all of the current and proposed development projects in Ucluelet and Tofino.
- The District of Ucluelet Official Community Plan (2018) is in draft. It is unclear as to how this large-scale development proposal can move forward without the finalization of the OCP, as there may be changes to the current land use designations and policy context. The March 23rd, 2020 Council Report outlines that Lot 16 is consistent with Ucluelet's OCP. I would like to learn if this statement is referring to the 2020 Draft OCP, as I do not find the *Zoning Amendment Application: Planning Framework* to consider all relevant OCP policies relating to this development proposal.
- Can Council please outline how the public can obtain the environmental and archeological assessment reports required for the Development Permit and subdivision stages?
- I would also like learn about the phased approach for this development? Therefore, can you please explain the anticipated schedule and timelines for the various subdivision developments? Can you also please outline the anticipated construction hours and noise levels residents will have to endure during this phased approach? Please recognize, the neighbourhood around Lot 16 is currently a very quiet residential area. The construction will have a significant impact on the quality of life for the residents in this area and surrounding neighbourhoods.

As you can see, I have various questions and concerns. It was my understanding after the 2018 Lot 16 public information session that there would be additional opportunities to learn more about this large-scale development project. Can you please outline how my questions and concerns will be addressed since it does not appear the Developer or District are moving forward with additional public information and engagement / consultation sessions, and since these questions and concerns have not been brought forward during the First and Second Reading.

I feel that development projects should not be pushed through by pressure and need to be well thought out, as well as represent the voices of residents to help enhance liveability and the long-term vision of the community. The Strategic Plan outlines that "an increasing demand for housing and development driven by thriving tourism has the potential to diminish the character and liveability of our community." I truly hope that the District and Developer can demonstrate how this proposal will ensure the character and liveability of our community remains intact, as well as considers all public safety measures.

Thank you for your time and consideration. I look forward to your reply.

Respectfully,



Karla Robison

Karla Robison
1435 Victoria Road, [REDACTED]
Ucluelet, BC V0R 3A0

June 8, 2021

District of Ucluelet
200 Main Street, PO Box 999
Ucluelet, BC V0R 3A0

Re: Lot 16 Marine Drive Development, Zoning Amendment Bylaw No. 1284, 2021

Council and Mayor:

I would like to add a few additional comments to my initial correspondence regarding Lot 16 Marine Drive Development, Zoning Amendment Bylaw No. 1284, 2021.

1. I would like to outline that I have experienced similar concerns that my neighbours shared in regards to drainage issues in my backyard along Victoria Road. I therefore request additional greenspace to be incorporated into this proposal to ensure erosion, root stability and additional flooding does not occur for homes along Victoria Road.

2. I also request additional greenspace behind Victoria Road and the apartment building. I feel that the 75 plus cars coming and going from this parking lot will minimize quality of life due to continuous noise and pollution.

Thank you for your consideration.

Regards,
Karla Robison

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [Jeff and Naomie Swann](#)
To: [Community Input Mailbox](#)
Subject: Lot 16 Input
Date: June 8, 2021 7:02:48 PM

[External]

Naomie and Jeff Swann June 8, 2021 1260 Sunset Point Rd.
Ucluelet, BC

Council and Mayor,

Thank-you for the opportunity to provide comments and feedback regarding the Lot 16 Marine Drive Development proposal and associated Zoning Amendment Bylaw No. 1284, 2021.

We have concerns regarding the large scale development project on Lot 16 on Marine Dr. A development of this nature would be the largest development that the community has ever done and has the potential to have long lasting implications to the community we all call home. A development of this nature deserves public engagement and transparency. Both of which seem to be lacking.

We are concerned that the Development is said to have 125 units on the site. The potential number of people and vehicles in this area will add to the already congested area of our town. Not to mention where will all these people park, along Victoria Rd, or Marine Dr? This does create safety issues in itself. Kids going to and from school, to and from the skate park and basketball courts.....

The increased demand on the communities water and sewer infrastructure are also very concerning.

We ask the council to take their time and consider the community and neighbours questions and concerns.

Regards,

Jeff and Naomie Swann

Correspondence received before the June 8, 2021 Public Hearing was close...

From: [Nicole Morin](#)
To: [Nicole Morin](#)
Subject: FW: It's time to say yes to increased supply
Date: July 13, 2021 1:30:34 PM
Attachments: [image001.png](#)
[BCREA Housing Supply Press Release - June 29 2021.docx](#)

From: Judy JG. Gray [REDACTED]
Sent: June 29, 2021 9:17 AM
To: Mayco Noël <mnoel@ucluelet.ca>; John Towgood <JTowgood@ucluelet.ca>; Bruce Greig <bgreig@ucluelet.ca>
Cc: Marilyn McEwen <mmcewen@ucluelet.ca>; Lara Kemps <lkemps@ucluelet.ca>; Jennifer Hoar <jhoar@ucluelet.ca>; Rachelle Cole <rcole@ucluelet.ca>
Subject: It's time to say yes to increased supply

[External]

Good morning All,

It is time to start saying yes to developers so that the housing supply can increase. Focusing on Affordable Housing will not make housing in Ucluelet more affordable, we need more housing in order for prices to ease.

Lot 16 Marine would have been a big step forward to easing the supply and increasing affordability as well as giving us some rental supply.

Please read the attached article.

Kindest Regards,

Judy

Judy Gray - Team Leader - CCIM - CRES
RE/MAX Mid-Island Realty
[109-1917 Peninsula Road](#)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Thank-you for your trust and confidence.
Your best compliment to us is a referral.

Correspondence received after the June 8, 2021 Public Hearing



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Correspondence received after the June 8, 2021 Public Hearing

BC Real Estate Association Agrees with Expert Panel’s Calls to Increase Housing Supply for Improved Affordability

Vancouver, BC – June 29, 2021. Increasing and diversifying housing supply is part of a necessary, meaningful, and long-lasting solution to make housing more affordable in British Columbia. The British Columbia Real Estate Association is encouraged by the [final report](#) from the Expert Panel on Housing Supply and Affordability and its specific recommendations around housing supply.

“There is no question that, for British Columbians to access housing options within their means, the supply of housing has to increase. To do so, local governments must decrease barriers and speed up their approval processes,” says BCREA CEO Darlene Hyde. “We welcome these findings from the Expert Panel, which echo our own recommendations about housing supply. We are – as always – ready to work with governments to help them develop and implement thoughtful, evidence-based policies that will deliver results.”

Among the 23 recommendations from the panel, the report calls for the BC government to conduct a review of public hearings and consider alternative options for more meaningful, earlier public input in different formats. This eliminates the potential for a loud minority to skew and delay outcomes and timelines. BCREA is also encouraged to see the panel highlight challenges and opportunities outlined in the provincial government’s 2019 Development Approvals Process Review (DAPR) report, which outlines solutions to the issue of needlessly long development approval timelines.

The provincial government has made some progress to facilitate more supply, but much more needs to be done as it is increasingly difficult to become a homeowner in BC.

Established by the governments of Canada and BC in 2019, the Expert Panel was tasked with examining housing trends for rental and homeownership and making recommendations to both levels of government.

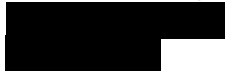
- 30 -

About the British Columbia Real Estate Association:

BCREA is the professional association for over 23,000 REALTORS® in BC. Working with the province’s ten real estate boards, we provide professional development opportunities, advocacy, economic research and standard forms so REALTORS® are trusted, respected and proud of their profession.

For more information contact:

Shaheed Devji
BCREA Marketing Communications Specialist



Correspondence received after the June 8, 2021 Public Hearing

2 August 2021

Mayor & Council
District of Ucluelet
200 Main Street, PO Box 999
Ucluelet, B.C. V0R 3A0

Dear Sir & Mesdames:

Re: Lot 16 Marine Drive Development proposal

Thank you for the opportunity to comment on the Lot 16 development proposal and the Zoning Bylaw Amendment Bylaw No. 1284, 2021 that would facilitate it.

The ByLaw Amendment was obviously drafted to accommodate the extreme residential densities in the proposal. It should be rejected outright to send a clear message to the developers that their proposal needs to be rethought and redrafted to comply with existing residential zoning standards, not seek ways to get around them. Additionally it should demonstrate some consideration for the ambience of the surrounding community and the well-being of its permanent residents. You have already received many letters of concern about the project's potential impact on the neighbours.

The proposed new R-6 Infill Single Family Residential zoning is particularly troubling and totally inappropriate for a small rural community whose chief attraction is its unspoiled natural setting. Infill-zoned enclaves are being tried in the older parts of major metropolitan areas like Vancouver and Edmonton. They are controversial even there. They change the character of the community and disrupt established residential neighbourhoods. Residents complain of overcrowding; increased noise; loss of gardens, green space, and privacy; parking inadequacies; traffic issues; poor maintenance; and an increase in petty crime and incidents requiring police intervention. We don't need that here in Ucluelet. Nor do we need zoning to allow "accessory buildings" on small lots where zoning currently prohibits them; that's just creeping infill, and will have the same consequences.

I have a few questions about the proposal's impact on the community at large that weren't answered as I looked through the material for the Hearing on August 10.

1. What is the justification for increasing the population of Ucluelet by around 25%? What are all these people going to do for a living? Or is this new development just to re-house people who are already here? If so, where are they living now? More affordable housing is needed, but we can do better than cram it onto micro-lots in a densified market-housing complex. Local builders have already demonstrated that they can produce attractive affordable housing on normal lots with normal set-backs and green space around them. Let's have more of that, and maybe an incentive programme to encourage more long-term rentals throughout the community instead of just B&Bs.

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2. Assuming the 300-400 people (probably more, with visitors) will be additional to the present population (1,717 in 2016), are the water and sewer systems adequate to handle their needs? I see a lot of engineering discussion about the pipes and pumps that make up the present systems, and what upgrades would be needed for them, but nothing about the water supply **sources** or the capacity of the sewage **treatment** facility. Both have been problematic in recent years. The decision to continue using the old well field after our grant request to improve it was refused, and the upgrade and repairs to the sewage lagoons, were both based on the existing population level.

3. Parking space for residents and visitors does not seem to be addressed in the proposal. Being able to walk to schools, the post office, and other community facilities in mere minutes is cited as an advantage of the development's central location. All well and good as long as you're here, but to get here or go anywhere else you need a vehicle of some sort. Where will the people in the apartment block, in the townhouses, and on the infill lots park theirs?

Many design specifics are not spelled out in this proof-of-concept proposal. Apparently all will be revealed as the detailed plans are drawn up **after the zoning changes are approved**. That's what the previous developer said before laying waste to this site and others in Ucluelet, and then walking away.

Please don't make the same mistakes again. Reject this proposal now.

Ann Turner,
1160 Coral Way

Elisa and David White
1148 Coral Way
Ucluelet V0R 3A0

████████████████████
4 August 2021

Dear Mayor and Council,
District of Ucluelet.

How to “Nanaimo-ize” Ucluelet...one easy step

Thank you for the opportunity to present comments on the proposed development of **Lot 16, Marine Drive**.

Just to be clear, we have

- a) no property next to the site;
- b) no financial interest in it, nor in any property next to it.

Our comments come purely from a concern for community values, a kind of environment and lifestyle that we thought intrinsic to Ucluelet, which made us fall in love with this community 25 years ago, build a home and be happy....and yet.....

Lot 16 has surely had a rough time over the years....stripped, spoiled, neglected. It now looks like it is being prepared for some other kind of abuse, of a decidedly worse nature because the consequences would be felt permanently.

The proposed density of development is off any reasonable scale. It would completely change the balance of the neighbourhood....20-25% more homes for Ucluelet crammed into a 12 acre plot; 112 units and then some, once “infill-itis” starts with a rash of accessory cottages bursting out.

Let’s be honest: this is not about dangling carrots of low cost housing or giving away a bit of handkerchief “park”. However dressed up, the impression is of maximising cash that can be generated for those with interests in building and selling. It means

Correspondence received after the June 8, 2021 Public Hearing

“Nanaimo-izing” a decent, tranquil area of Ucluelet.... unfortunately, another example of a stressed and debilitated community being invited increasingly to worship at the altar of development & the power of Mammon.

Years ago, when the lands on the oceanside started to become available for purposes other than forestry, there was a lot of discussion about how to handle this resource, without at the same time negatively shifting the centre of gravity away from the town centre. Yet here we are, with a proposal that dramatically does just that. If only half the money, effort, attention, imagination that has been directed over the years onto oceanside properties had been channelled into the heart of the town, a better, wider spread result would have been achieved and probably a lot of people made happier.

Of course, everybody recognises the need for low cost housing and this proposal astutely puts it right into front focus, as if to say “This is what you get if you swallow the rest”. Read that as: you get some benefit if you mutilate the nature of the area. That doesn’t seem an approach worthy of proper consideration by the Council. Let’s avoid a mindset of trying to solve one problem by creating yet others and worse. There needs to be a dramatic rethink:

- first consider what is a **reasonable load of accommodation appropriate** for this plot to bear; then make development proposals fit...i.e. when you determine the size of the jar should be a pint, stop pouring a gallon into it; it just makes mess;
- maintain at least some **sensible element of green** (not the bare bones offered in this scheme, called “park”...let’s not debase the word);
- acknowledge that there should be a certain **harmony with the homes of existing residents** on contiguous plots who have lives, histories, expectations that need to be taken into account and respected;
- **stress-test traffic and parking** scenarios: what is the real volume of traffic going to be? Houses with B & B, and accessory cottages, can generate 5-6 cars per plot; potentially, there could be some 400 cars, plus services, plus deliveries; where are they going to go? Are the Big Beach and UCC parking lots going to be choked up? What will be the impact on Marine Drive or Matterson Drive, really fit only as quiet domestic roads ?
- **dump 4 storey proposals** (a really bad precedent; next developer in the line will ask for 5 storeys, sure and certain);
- **dump the “in-fill “**, accessory cottage proposal; this is a recipe for copycat applications all over the town, with far reaching, negative effects and the capacity to create annoyances and friction, pit neighbour against neighbour.
- remember this site has an important **relevance for Big Beach**, an asset that still maintains, despite development so far, an air of beauty, mystery, tranquility, a call to nature and an echo of the past; what is that going to be like if 300- 400 more people in crammed sites are right next doors? Kiss goodbye to Big Beach as you know it. Say hello to a busy urban open space.

Correspondence received after the June 8, 2021 Public Hearing

- environmental disturbance is also menaced with respect to **light pollution from a hugely increased activity**. A great beauty of this area is the ability to see the stars at night, the Universe as our roof. So rare today, a treasure for much of Ucluelet, but at growing risk with development and every ill-considered illumination. Can you imagine the night time glow that could result from a development of the intensity proposed? Whatever the eventual outcome, Council should put this squarely on the agenda. All illumination should be in conformity with the standards of the International Dark Skies Association. What a shame it would be to see orange glow leaching into the night sky and half the stars disappearing.

A more gentle concept of development at Lot 16 speaks to all the balanced, fair needs of the community. There is no reason why it cannot encompass a certain provision for low cost housing. That should be part of the structure, for sure. But how come that when this topic arises, the solution is seen simply as bulldozing green space? That's easy to do, less challenging, more profitable for sure than putting a thinking cap on and working out **how to redevelop some of the tired, worn out areas in the community** (we all know where they are) that desperately call for an injection of talent, care, imagination, capital and which could provide plenty of opportunity for good low cost housing, without unnecessarily impacting green space in fragile areas.

Mr Mayor, Councillors, as it stands this **proposal is out of size, wrong, a threat to irrevocably damage part of the community**, detrimental to the "small village" atmosphere which Ukee has still managed to cling to. It should not be approved. Send it back to the drawing board, please.

Yours respectfully,

David White

Elisa White

Correspondence received after the June 8, 2021 Public Hearing